

RD-55

Thermoid

AUTOMOTIVE RUBBER PRODUCTS

Brake Linings and Clutch Facings
Fan Belts, FHP Belts, and Automotive Hose
Hydraulic Brake Parts and Fluid
Precision Process Brake Shoe Exchange
Equipment and Rivets

THERMOID CO. TRENTON, N.J.

Application Data Chart



Thermoid



**NEOPRENE COVERED FAN BELTS
"REDI-CURV" & RADIATOR HOSE**

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PASSENGER CARS AND POPULAR TRUCKS

FORM 211-R-8-55
PRINTED IN U. S. A.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
BUICK							
1955	All Models	{ Fan V-180 St. Pump V-189 }	CH1874	RC505	CH1848	RC505	
1954	All Models	{ Fan V-180 St. Pump V-180 }	CH1874	RC505	CH1848	RC505	
1953	{ 40 Series (Cut 1" from long leg of CH1763) }	{ Fan V-34 St. Pump V-12 }	{ CH1765 1 3/4 x 1 1/2 }	RC524	CH1763	RC505	
1953	50, 70 Series	{ Fan V-31 St. Pump V-31 }	CH1847	RC505	CH1848	RC505	
1952-51	40, 50 Series { UPPER—Cut 1/2" from short leg of CH1765 LOWER—Cut 1" from long leg of CH1763 }	{ Fan V-34 St. Pump V-91 }	{ CH1765 1 3/4 x (A) }	RC503	CH1763	RC505	
1952-51	{ 70 Series (Cut 1" from long leg of CH1721) }	{ Fan V-123 St. Pump V-91 }	{ CH1721 1 3/4 x 2 5/8 }	RC524	CH1763	RC506	
1950	40, 50 Ser. { UPPER—Cut 1/2" from short leg of CH1765 LOWER—Cut 1" from long leg of CH1763 }	V-78	{ CH1765 1 3/4 x 2 5/8 }	RC503	CH1763	RC505	
1950	{ 70 Series (Cut 1" from long leg of CH1721) }	V-40	{ CH1721 1 3/4 x 2 5/8 }	RC524	CH1763	RC506	
1949-48	40, 50 Series	V-122	{ CH1722 1 1/8 x 2 CH1721 1 1/8 x 2 }	RC504	CH1644	RC504	
1949-48	70 Series	V-100	{ CH1721 1 1/8 x 2 CH1722 1 1/8 x 2 }	RC504	CH1646	RC505	
1947	40, 50 Series { After Ser. No. ■4,717,305 Before Ser. No. ■4,717,305 }	{ V-122 V-122 }	{ CH1722 1 1/8 x 2 CH1645 1 1/8 x 2 }	RC504 RC505	CH1644	RC504 RC504	
1947	70 Series { After Ser. No. ■4,710,656 Before Ser. No. ■4,710,656 }	{ V-100 V-100 }	{ CH1721 1 1/8 x 2 CH1645 1 1/8 x 2 }	RC504 RC505	CH1646	RC505 RC505	
1946-42	40, 50 Series	V-122	{ CH1645 1 1/8 x 2 CH1645 1 1/8 x 2 }	RC505	CH1644	RC504	
1946-42	60, 70, 90 Series	V-100	{ CH1645 1 1/8 x 2 CH1601 1 1/8 x 2 }	RC505	CH1646	RC505	
1941	40, 50 Series	V-122	{ CH1601 1 1/8 x 2 CH1501 1 1/8 x 2 }	RC503	CH1600	RC504	
1941	60, 70, 90 Series	V-100	{ CH1501 1 1/8 x 2 CH1501 1 1/8 x 2 }	RC502		RC505	
1940	40, 50 Series	V-172	{ CH1501 1 1/8 x 2 CH1501 1 1/8 x 2 }	RC502	CH1502	RC505	
1940	60, 70 Series	V-164	{ CH1501 1 1/8 x 2 1 1/8 x 5 1/4 1 1/8 x 2 }	RC502		RC505	
1940	80, 90 Series	V-164	{ 1 1/8 x 5 1/4 1 1/8 x 2 CH1501 1 1/8 x 2 }	RC518		RC504	
1939	40 Series	V-78	{ CH1501 1 1/8 x 2 CH1501 1 1/8 x 2 }	RC502	CH1502	RC505	
1939	60 Series	V-2023	{ CH1501 1 1/8 x 2 CH1501 1 1/8 x 2 }	RC502		RC505	

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
BUICK—Cont'd						
1939	80, 90 Series.....	V-2023	{ 1½x5¼ 1½x2 1½x7¾ 1½x5¼	RC518	.....	RC504
1938-36	40 Series.....	V-78		RC502	CH1342	RC503
1938-36	60, 80, 90 Series.....	V-2023		RC518	.....	RC504
CADILLAC						
1955	All { UPPER—Cut ¾" from long leg of CH1338... LOWER—Cut 1¼" from long leg and ½" from short leg of CH1338... UPPER—Cut 1" from long leg and ½" from short leg of CH1338... LOWER—Cut 1¼" from long leg and ½" from short leg of CH1338... }	{ Fan..... V-55 St. Pump V-55 }	CH1338	RC508	CH1338	RC508
1954-49	All { UPPER—Cut ¾" from long leg of CH1338... LOWER—Cut 1¼" from long leg and ½" from short leg of CH1338... }	{ Fan..... V-55 St. Pump V-55 }	CH1338	RC508	CH1338	RC508
1948-42	All Models.....	{ Fan V-35 Gen. V-2140 }	{ 1¼x12¾ 1¼x13¾ (2)1¼x10 }	..... (2)RC516	CH1547	RC513
1941	All Models.....	{ Fan V-99 Gen. V-2140 }			CH1547	RC514
1940	60 Spec.....	{ Fan V-2129 Gen. V-2140 }	{ 1¼x8¾ 1¼x9¾ 1¼x8¾ 1¼x9¾ (2)1¼x11¼ }	(2)RC516	.....	RC513
1940	62, 72.....	{ Fan V-99 Gen. V-2140 }			CH1547	RC514
1940	75.....	{ Fan V-2129 Gen. V-2140 }	(2)1¼x11¼	.....	.....	RC513
1939	60 Special, 75.....	{ Fan V-2129 Gen. V-15 }			2x7	RC513
1939	61.....	{ Fan V-2129 Gen. V-15 }	(2)1¼x11¼	.....	.....	RC514
1938	60, 65, 75.....	{ Fan V-5 Gen. V-15 }			2x7	RC513
1937	60, 65, 70, 75.....	{ Fan V-5 Gen. V-40 }	(2)1¼x11	.....	2x7	RC513
1936	60, 70, 75.....	{ Fan V-107 Gen. V-94 }			2x6	RC513
CHEVROLET						
1955	{ All 6 Cyl. Models (Cut 1" from long leg of CH1734) }	{ Stand. Steer. V-104 Power Steer. V-49 H. Duty Gen. V-74 }	CH1903	RC518	CH1734	RC510
1955	{ All V8 Cyl. Models (Cut 1" from short leg and ½" from long leg of CH1856) }	{ Stand. Steer. V-31 Power Steer. V-192 H. Duty Gen. V-76 High Speed Pul. V-31 }	CH1856	RC524	CH1904	RC509
1954-53	All Models (Without Power Glide).....	{ Fan..... V-49 St. Pump V-97 }	CH1649	RC500	CH1739	RC505

(A) 1952—(1½" long), 1951—(2½" long).

†By-Pass.

■May have 1, 2, 3, 4, 5, 6 or 7 for first digit.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
CHEVROLET—Cont'd							
1954-53	All Models (With Power Glide).....	{ Fan..... V-49 St. Pump V-97 }	CH1649	RC500	{ 1½ x 2¾ 1½ x 5	RC518	
1952-50	All Models (With Power Glide).....	V-1	CH1649	RC500	{ 1½ x 2¾ 1½ x 5	RC518	
1952-49	All Models (Without Power Glide)...	V-1	CH1649	RC500	CH1739	RC505	
1948-42	All Models.....	V-1	CH1649	RC500	CH1349	RC504	
1941-38	All Models.....	V-1	1¼ x 5¾		} †CH1349	RC504	
1937	All Models.....	V-1	1¼ x 6½				
1936	All Models.....	V-125	1¼ x 7½	RC500			
1935	EA, ED Master.....	V-125	1¼ x 7¾	RC500			
1935	EC Standard.....	V-125	1¼ x 6¾				

CHEVROLET TRUCK

1955	{Sedan Delivery—6 Cyl. (Cut 1" from long leg of CH1734)}	{Stand. Steer. V-104} {Power Steer. V-49}	CH1903	RC518	CH1734	RC510
1955	{Sedan Delivery—V8 Cyl. (Cut 1" from short leg and ½" from long leg of CH1856)}	{Stand. Steer. V-31} {Power Steer. V-192}	CH1856	RC524	CH1904	RC509
1955L	{(2nd Series) Comm. & Utility—6 Cyl. Models: UPPER—Cut ½" from short leg and ¼" from long leg of CH1709. LOWER—Cut 2¼" from long leg of CH1798.	V-200	CH1709	RC503	CH1798	RC511
1955	{5000 Series (2 Ton) V8 Cyl. Models (Cut 1" from each end of CH1727)}	V-204	CH1826	RC504	CH1727	RC510
E1955-54	{(1st Series) Commercial Models (½ ton thru 1 ton Inclusive).....}	V-49	CH1738	RC516	CH1739	RC505
E1955-54	{(1st Series) Utility Models (1½ ton & larger) with 235 Motor.....}	V-1				
E1955-54	{(1st Series) Utility Models (1½ ton & larger) with 261 Motor (Cut ½" from short leg of CH1709).....}	V-1*	CH1709	RC503		RC511
1953	{Commercial Models (½ ton thru 1 ton Inclusive) (Cut 1¼" from long leg of CH1738).....}	V-49	CH1738	RC500	CH1739	RC505
1953	{Utility Models (1½ ton & larger) (Cut 1¾" from long leg of CH1738).....}	V-1	CH1738	RC500	CH1739	RC505
1952-49	All Models.....	V-1	CH1738	RC516	CH1739	RC505
1948-47	All Models.....	V-1	CH1698	RC516	†CH1739	RC505
1946-39	All Models (Except C.O.E.).....	V-1	1¼ x 6¾	RC500		
1946-39	All C.O.E. Models.....	V-1	{1¼ x 7¼ 1½ x 3½	RC500	†CH1349	RC524
1938-37	All Models.....	V-1	1¼ x 7	RC500		
1936	All Models.....	V-125	1¼ x 10¼		†CH1349	RC503

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
CHRYSLER						
1955	C67 Windsor Models:					
	With Standard Steering.....	{ Fan V-71 Gen. V-34 Fan ▲V-71 Gen. ▲V-39 }	CH1905	RC510	CH1906	RC509
	With Power Steering.....					
1955	All (Except C67 Windsor) Models:					
	With Standard Steering.....	{ Fan V-71 Gen. V-34 Fan ▲V-71 Gen. ▲V-39 }	CH1905	RC510	CH1907	RC508
	With Power Steering.....					
1954-53	6 Cyl. with Standard Steering (Cut 1" from long leg of CH1502).....	V-97				
1954-53L	6 Cyl. With Hydra-guide Steering: Low Mounted Gen. (Cut 1" from long leg of CH1502).....	▲V-29	{ CH1850 †1x1½ }	RC510	CH1502	RC505
	6 Cyl. With Hydra-guide Steering: High Mounted Gen. (Cut 1" from long leg of CH1502).....	▲V-91				
E1953						
1954-53	C56, C63 New Yorker—V8 Cyl. With Torque Converter: UPPER—Cut 2" from one of either end of CH1618.....	{ Fan V-71(B) Gen. V-34(B) }	{ CH1618 †CH1849(C1)..... }	RC509	CH1827	RC517
	LOWER—Cut 2½" from long leg and 1" from short leg of CH1827.....					
1954-53	C56, C63 New Yorker—V8 Cyl. Without Torque Converter: UPPER—Cut 2" from one of either end of CH1618.....	{ Fan V-71(B) Gen. V-34(B) }	{ CH1618 †CH1849(C1)..... }	RC509	CH1811	RC509
	LOWER—Cut ¾" from long leg of CH1811.....					
1954-53	C58, C64 Custom Imperial—V8 Cyl. with Torque Converter: UPPER—Cut 1¾" from long leg of CH1579.....	{ Fan V-71(B) Gen. V-34(B) }	{ CH1579 †CH1849(C1)..... }	RC510	CH1827	RC517
	LOWER—Cut 2" from long leg of CH1827.....					
1954-53	C58, C64 Custom Imp.—V8 Cyl. Without Torque Converter: UPPER—Cut 1¾" from long leg of CH1579.....	{ Fan V-71(B) Gen. V-34(B) }	{ CH1579 †CH1849(C1)..... }	RC510	CH1579	RC510
	LOWER—Cut 1½" from long leg and ½" from short leg of CH1579.....					
1954-53	C59, C66 Crown Imperial—V8 Cyl.: (Cut 2" from long leg of CH1827).....	{ Fan V-71(B) Gen. V-34(B) }	{ CH1618 †CH1849(C1)..... }	RC509	CH1827	RC517
1952	6 Cyl. with Standard Steering (Cut 1" from long leg of CH1502).....	V-97				
1952	6 Cyl. with Hydra-guide Steering (Cut 1" from long leg of CH1502).....	▲V-91	{ CH1811 †1x1½ }	RC509	CH1502	RC505
1951	All 6 Cyl. Models (Cut 1" from long leg of CH1502).....	V-97				

E—Early. L—Late. †By-Pass. ▲Dual Drive, order in Matched Sets.

(B) Single belt for Stand. Steer. Dual belts for Hydra. & Power Steer.

†Replaces metal elbow and two pieces of hose formerly used.

(C1) 1954—full size, 1953—cut ¾" from each leg of CH1849.

PASSENGER CARS AND POPULAR TRUCKS

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
CHRYSLER—Cont'd						
1952-51	C52 New Yorker, C54 Custom Imperial—V8 Cyl. with Std. Steer. less Torque Converter: UPPER—Cut 1" from long leg of CH1579. LOWER—Cut 1½" from long leg and ½" from short leg of CH1579.	{ Fan V-71(D) Gen. V-74(E) }	{ CH1579 †CH1849(C) }	RC510	CH1579	RC510
1952-51	C52 New Yorker, C54 Custom Imperial—V8 Cyl. with Std. Steering with Torque Converter (Cut 1" from long leg of CH1579).	{ Fan V-71(D) Gen. V-74(E) }	{ CH1579 †CH1849(C) }	RC510	CH1827	RC508
1952-51	C52 New Yorker, C54 Custom Imperial—V8 Cyl. with Hydra-guide Steering without Torque Converter: UPPER—Cut 1" from long leg of CH1579. LOWER—Cut 1½" from long leg and ½" from short leg of CH1579.	{ Fan ▲V-71(F) Gen. ▲V-39(G) }	{ CH1579 †CH1849(C) }	RC510	CH1579	RC510
1952-51	C52 New Yorker, C54 Custom Imperial—V8 Cyl. with Hydra-guide Steering with Torque Converter (Cut 1" from long leg of CH1579)...	{ Fan ▲V-71(F) Gen. ▲V-39(G) }	{ CH1579 †CH1849(C) }	RC510	CH1827	RC508
1952-51	C55 Saratoga—V8 Cyl. with Standard Steering without Torque Converter: UPPER—Cut 1" from long leg of CH1627. LOWER—Cut ¾" from long leg of CH1811.	{ Fan V-71(D) Gen. V-74(E) }	{ CH1627 †CH1849(C) }	RC509	CH1811	RC509
1952-51L	C55 Saratoga—V8 Cyl. (After Ser. No. 7,650,414) with Std. Steer. with Torque Converter: UPPER—Cut 1" from long leg of CH1627. LOWER—Cut ½" from short leg and 2½" from long leg of CH1827.	{ Fan V-71(D) Gen. V-74(E) }	{ CH1627 †CH1849(C) }	RC509	CH1827	RC517
1952-51	C55 Saratoga—V8 Cyl. with Hydra-guide Steering without Torque Converter: UPPER—Cut 1" from long leg of CH1627. LOWER—Cut ¾" from long leg of CH1811.	{ Fan ▲V-71(F) Gen. ▲V-39(G) }	{ CH1627 †CH1849(C) }	RC509	CH1811	RC509
CHRYSLER—Cont'd						
1952-51L	C55 Saratoga—V8 Cyl. (After Ser. No. 7,650,414) with Hydra-guide Steering with Torque Converter: UPPER—Cut 1" from long leg of CH1627. LOWER—Cut ½" from short leg and 2½" from long leg of CH1827.	{ Fan ▲V-71(F) Gen. ▲V-39(G) }	{ CH1627 †CH1849(C) }	RC509	CH1827	RC517
1952-51L	C55 Saratoga—V8 Cyl. (Before Ser. No. 7,650,414) with Std. Steering: UPPER—Cut 1" from long leg of CH1627. LOWER—Cut 2" from long leg of CH1811.	{ Fan V-71(D) Gen. V-74(E) }	{ CH1627 †CH1849(C) }	RC509	CH1811	RC509
1952-51	C55 Saratoga—V8 Cyl. (Before Ser. No. 7,650,414) with Hydra-guide Steering: UPPER—Cut 1" from long leg of CH1627. LOWER—Cut 2" from long leg of CH1811.	{ Fan ▲V-71(F) Gen. ▲V-39(G) }	{ CH1627 †CH1849(C) }	RC509	CH1811	RC509
1952-51	C53 Crown Imperial—V8 Cyl. (Cut 2" from long leg of CH1827).	{ Fan ▲V-71(F) Gen. ▲V-39(G) }	{ CH1618 †CH1849(C) }	RC509	CH1827	RC517
1950L	All 6 Cyl. (Cut 1½" from short leg and ½" from long leg of CH1502).	V-97	{ CH1811 †1x1½ }	RC509	†CH1502	RC505
1950L	All 8 Cyl. Models: UPPER—Cut ¾" from one of either end of CH1618. LOWER—Cut 1" from each end of CH1563.	V-97	{ CH1618 †1¼x2 }	RC509	†CH1563	RC510
E1950-49	All 6 Cyl. (Cut 1½" from short leg and ½" from long leg of CH1502).	V-122	{ CH1743 †1x1½ }	RC509	†CH1502	RC505
E1950-49	All 8 Cyl. Models: UPPER—Cut ¾" from one of either end of CH1618. LOWER—Cut 1" from each end of CH1563.	V-122	{ CH1618 †1¼x2 }	RC509	†CH1563	RC510
1948-42	All 6 Cyl. Models.	V-122	{ 1¾x7½ †1x1½ }	RC517	†CH1502	RC505
1948-42	All 8 Cyl. Models.	V-122	{ 1¾x6½ †1¼x2 }	RC507	(2)1¾x4¾	RC510(A)
1941	All 6 Cyl. Models.	V-122	{ 1¾x6¼ †1x1¾ }	RC507	†CH1502	RC505
1941	C30 New Yorker & Saratoga-8 Cyl.	V-122	{ 1¾x5¾ †1¼x2 }	RC507	{ 1¾x3¾ 1¾x5¼ }	RC511
1940	All 6 Cyl. Models.	V-122	{ 1¾x8½ †1x2 }	RC517	†CH1502	RC505
1940	C26 Traveler-8 Cyl.	V-148	1¾x6	RC507	{ 1¾x3½ 1¾x6¼ }	RC510

E—Early. L—Late. †Replaces metal elbow and two pieces of hose formerly used.
(C) Cut ¾" from each leg of CH1849. (D) Use V-50 belt before Engine No. 9896.
(G) Use ▲V-74 belt before Engine No. 10106.

‡By-Pass. ▲Dual Drive, order in Matched Sets. (A) 1948-46 use RC510, 1942 use RC511.
(E) Use V-90 belt before Engine No. 9896. (F) Use ▲V-50 belt before Engine No. 10106.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
CHRYSLER—Cont'd							
1940	C27 Crown Imperial-8 Cyl.....	V-148	1¾x6	RC507	{1¾x3½ 1¾x7}	RC510	
1939	All 6 Cyl. Models.....	V-122	{1¾x8 1x1¾	RC517	†CH1502	RC505	
1939	C23 Imperial-8 Cyl.....	V-148	{1¾x7 1x2¼	RC517	{1¾x6½ 1¾x3¾	RC510	
1939	C24 Custom Imperial-8 Cyl.....	V-148	{1¾x7 1x1¾	RC517	{1¾x6 1¾x4½	RC510	
1938	C18 Airstream Royal-6 Cyl.....	V-122	{1¾x6 1x1¾	RC507	{1½x3½ 1½x5¼	RC505	
1938	C19 Airstream-8 Cyl.....	V-148	{1¾x7 1x2½	RC517	{1¾x2¾ 1¾x5¼	RC511	
1938	{C20 Custom Imperial-8 Cyl.: After Ser. No. 7,805,515..... Before Ser. No. 7,805,515.....}	{V-16 V-148}	{1¾x7 1x2½	RC517	{1¾x2¾ 1¾x5¼	RC511	
1937	C16 Airstream Royal-6 Cyl.....	V-122	{1¾x6¾ 1x1¾	RC507	{1½x3¾ 1½x5¼	RC505	
1937	C15 Custom Imperial-8 Cyl.....	V-16	1¾x5¼	RC507	{1¾x2¾ 1¾x5¼	RC511	
1937	C14 Airstream Imperial-8 Cyl.....	V-16	{1¾x6 1x1½	RC507	{1¾x2¾ 1¾x5¼	RC511	
1937	C17 Airflow Imperial-8 Cyl.....	V-40	{1¾x6¾ 1x3	RC507	(2)1¾x3½	.....
1936	C7 Airstream-6 Cyl.....	V-148	1¾x6½	RC507	{1¾x2¾ 1¾x5¼	.....
1936	{C8 Airstream & Custom DeLuxe-8 Cyl.: After Ser. No. 6,713,887..... Before Ser. No. 6,713,887.....}	{V-16 V-122}	1¾x6½	RC507	{1¾x2¾ 1¾x5¼	.....
1936	{C9 Airflow..... C10 Airflow Imperial-8 Cyl..... C11 Airflow Custom.....}	V-40	{1¾x6¾ 1x3	RC507	(2)1¾x3½	.....
DE SOTO							
1955	S21 Fireflite Models.....	{Fan V-50 Gen. V-90}	{CH1908 †CH1849(A)}	RC510	CH1909	RC509	
1955	S22 Firedome Models.....	{Fan V-50 Gen. V-90}	{CH1908 †CH1849(A)}	RC510	CH1910	RC511	
1954-53	{6 Cyl. with Standard Steer. (Cut 1" from long leg of CH1502).....	V-97	{CH1850 1x1½	RC510	CH1502	RC505	
1954-53	{6 Cyl. with Hydra-guide Steer. (Cut 1" from long leg of CH1502).....}	▲V-29(H)					
1954	{V8 Cyl. with Standard Steer.: UPPER—Cut 1" from one of either end of CH1618..... LOWER—Cut ½" from short leg and 2" from long leg of CH1827.....}	{Fan V-50 Gen. V-50}	{CH1618 †CH1849(A)}	RC509	CH1827(A1)	RC517(A2)	

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
DE SOTO—Cont'd						
1954-53L	V8 Cyl. with Power Steering: UPPER—Cut 1" from one of either end of CH1618..... LOWER—Cut ½" from short leg and 2" from long leg of CH1827.....	{Fan V-50 Gen. V-32}	{CH1618 †CH1849(A)}	RC509	CH1827(A1)	RC517(A2)
1953	V8 Cyl. with Stand. Steering (Cut 1" from one of either end of CH1618).....	{Fan V-50 Gen. V-50}	{CH1618 †CH1849(A)}	RC509	CH1811	RC509
E1953	V8 Cyl. with Hydra-guide Steer. (Cut 1" from one of either end of CH1618).....	{Fan ▲V-71 Gen. ▲V-74(B)}				
1952-51	6 Cyl. with Standard Steering (Cut 1" from long leg of CH1502).....	V-97	{CH1811 †1x1½	RC509	CH1502	RC505
1952	6 Cyl. with Hydra-guide Steering (Cut 1" from long leg of CH1502)	▲V-91				
1952	V8 Cyl. with Standard Steer. Without Torque Converter (Cut 1" from either end of CH1618).....	{Fan V-50 Gen. V-50}	{CH1618 †CH1849(A)}	RC509	CH1811	RC509
1952	V8 Cyl. with Hydra-guide Steering without Torque Converter (Cut 1" from either end of CH1618).....	{Fan ▲V-71 Gen. ▲V-74}				
1952L	V8 Cyl. with Standard Steer. With oil cooled Torque Con- verter (Cut 1" from either end of CH1618).....	{Fan V-50 Gen. V-50}	{CH1618 †CH1849(A)}	RC509	CH1811	RC509
1952L	V8 Cyl. with Hydra-guide Steer. With oil cooled Torque Con- verter (Cut 1" from either end of CH1618).....	{Fan ▲V-71 Gen. ▲V-74}				
E1952	V8 Cyl. with Standard Steer. With water cooled Torque Converter: UPPER—Cut 1" from either end of CH1618..... LOWER—Cut ½" from short leg and 2½" from long leg of CH1827.....	{Fan V-50 Gen. V-50}	{CH1618 †CH1849(A)}	RC509	CH1827	RC517
E1952	V8 Cyl. with Hydra-guide Steer. with water cooled Torque Converter: UPPER—Cut 1" from either end of CH1618..... LOWER—Cut ½" from short leg and 2½" from long leg of CH1827.....	{Fan ▲V-71 Gen. ▲V-74}				
1950L	All Models (Cut 1½" from short leg and ½" from long leg of CH1502).....	V-97	{CH1811 †1x1½	RC509	†CH1502	RC505

E—Early. L—Late. †By-Pass. ▲Dual Drive, order in Matched Sets. †Replaces metal elbow and two pieces hose formerly used. (A) Cut ½" from one end and ¾" from other end.

(A1) CH1827 on models with Torque Converter, CH1811 on models less Torque Converter. (A2) RC517 on models with Torque Converter, RC509 on models less Torque Converter.

(B) Before Engine No. 13501 use ▲V-74, After Engine 13501 use ▲V-104. (H) Use V-91 belt before Engine No. 3026.

PASSENGER CARS AND POPULAR TRUCKS

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
DE SOTO—Cont'd						
E1950-49	{ All Models (Cut 1½" from short leg and ½" from long leg of CH1502)..... }	V-122	{ CH1743 †1x1½	RC509	†CH1502	RC505
1948-42	All Models.....	V-122	{ 1¼x7¼ †1x1½	RC517	†CH1502	RC505
1941	All Models.....	V-122	{ 1¼x7 †1x1¼	RC517	†CH1502	RC505
1940-39	All Models.....	V-122	{ 1¼x8¼ †1x2	RC517	†CH1502	RC505
1938	All Models.....	V-122	{ 1¼x6 †1x1¼	RC507	{ 1½x3½ 1½x5¼	RC505
1937	All Models.....	V-122	{ 1¼x6¾ †1x1¼	RC517	{ 1½x3½ 1½x5¼	RC505
1936	S1 Airstream.....	V-148	{ 1¼x6½ †1x2¼	RC507	{ 1½x5¼ 1½x2¾	RC505
1936	S2 Airflow.....	V-115	{ 2x5¼ †1x3	RC513	{ 1¼x5¼ 1½x2¾	.....

DIVCO TRUCK

1955-50	11, 12, 13 with 4 Cyl. Cont. Mtr.....	V-5005	1½x9½	RC503	CH1564	RC503
1955-53	{24, 36, 244, 364 with Super 4 Cyl. Cont. Mtr.....}	V-148				
1955-50	{14, 15, 21, 22, 31, 32, 33, 34, 37, 214, 224, 334, 344, 374 with 6 Cyl. Herc. Mtr. (Cut 2" from one end and 3" from other end of CH1787).....}	V-2140	{1½x10⅝ †CH1891	RC503	CH1787	RC504
1950-49	{UM9-E6 with 6 Cyl. Herc. QXD3 Mtr. (Cut 2" from one end and 3" from other end of CH1787).....}	V-2140	{1½x10⅝ †CH1891	RC503	CH1787	RC504
1950-49	UM9, UM9B, UM9E with Cont. Mtr.....	V-5005	1½x9½	RC503	CH1564	RC503
1950-48	UM8, UM8B, UM8E/.....	V-5005	1½x8	RC502	CH1564	RC503
1950-47	ULM6 with Herc. QXD Mtr. (Cut 2" from one end and 3" from other end of CH1787).....	V-2140	1½x10⅝	RC503	CH1787	RC504
1950-48	ULM6, ULM6B, ULM6D with Herc. QXD3-6 Cyl. Mtr. (After Ser. No. 62501).....	V-2140	1½x8½	.....	CH1564	RC503
1948	ULM5, ULM5B with Herc. QXD3 Mtr. {ULM5, ULM5B, ULM4, ULM4B with 6 Cyl. Cont. Mtr.: After Ser. No. 61501..... Ser. No. 29,450 thru 61,500..... Before Ser. No. 29,449.....}	V-2140 V-5005 V-14 V-2025	1½x8½ 1½x7½	RC502	CH1564	RC503
1947-44	UM6 with Cont. F4162-4 Cyl. Mtr. (Ser. No. 31,701 thru 37,900.....)	V-117	1½x7½	RC502	CH1564	RC503
1945-40	{ULM with Cont. F6226-6 Cyl. Mtr.: 6" Crank Pulley..... 7" Crank Pulley.....}	V-2025 V-2106	1½x10½	RC503	CH1564	RC503

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
DIVCO TRUCK—Cont'd							
1943-41	{ ULM with Cont. F6218-6 Cyl. Mtr.: 6" Crank Pulley..... 7" Crank Pulley.....	V-2025 V-2106	1½x7½	RC502	CH1564	RC503	
1941-39	{ UB, UBM, UM with Cont. F4140, F4162 Mtrs.: 3" O.D. Gen. Pulley..... 3¾" O.D. Gen. Pulley.....	V-78 V-117	1½x7	RC502	CH1564	RC503	
1939-38	U with Cont. F Motor.....	V-78	1½x7¼	RC502	1½x9½	RC503	
1939-34	Q with Cont. W10 Motor.....	V-122	(2)1½x3		{ 1½x3 1½x4¼ }		
1939-37	S with Cont. 4162 Motor.....	V-2134					
1938-36	S with Cont. C400 Motor.....	V-5005	1½x22½		(2)1½x3¾		
DODGE							
1955	6 Cyl. {with Standard Steering..... with Power Steering.....}	V-183 V-180	CH1853	RC511	CH1911	RC506	
1955	{ V8 Cyl. with Standard Steering: With 175 H.P. Red Ram Mtr... Fan With 183 H.P. Super Red Ram Mtr..... Gen.	V-193 V-50 V-50	CH1905	RC510	CH1912	RC524	
1955	V8 Cyl. with Power Steering... {Fan Gen.	V-50 V-50	CH1905	RC510	CH1912	RC524	
1954	6 Cyl. {with Standard Steering..... with Power Steering.....}	V-183 V-180	CH1851(I)	RC510(I)	CH1502	RC505	
1954	{ D50-V8 Cyl. Models (Cut 2" from each end of CH1811).....	V-28	CH1811	RC508	CH1540	RC503	
1954	D53-V8 Cyl. Models.....	V-28	CH1852	RC509	CH1540	RC503	
1953L	{ 6 Cyl. Models (After D46 Engine No. 49199 and D47 Engine No. 49210) 6 Cyl. Models (Before D46 Engine No. 49199 and D47 Engine No. 49210)	V-183 V-29	CH1851	RC510	CH1502	RC505	
E1953	D44 Coronet (119" W.B.)-V8 Cyl. (Cut 2" from long leg and 2" from short leg of CH1811).....	V-28	CH1811	RC508	CH1540	RC503	
1953	D48 Coronet (114" W.B.)-V8 Cyl.....	V-28	CH1852	RC509	CH1540	RC503	
1952-51	All Models (Cut 1" from long leg of CH1502).....	V-97	CH1811	RC509	CH1502	RC505	
1950L	All Models (Cut 1" from short leg of CH1502).....	V-97	CH1811	RC509	CH1502	RC505	
E1950-49	All Models (Cut 1" from short leg of CH1502).....	V-122	{ CH1743 †1x1½ †1x1¾	RC509	†CH1502	RC505	
1948-41	All Models.....	V-122	{ 1¾x6¾ †1x1¾	RC507	†CH1502	RC505	
1940-39	All Models.....	V-122	{ 1¾x8¾ †1x2	RC517	†CH1502	RC505	
1938-37	All Models.....	V-122	{ 1¾x6¾ †1x1¾	RC507	†CH1502	RC505	
1936	All Models.....	V-122	{ 1¾x7¼ †1x1¾	RC517	{ 1½x3¾ 1½x6½ }	RC505	
1935	All Models.....	V-122	1¾x7	RC517	{ 1½x3¾ 1½x5¼ }	RC505	

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
DODGE TRUCK						
1955	C-3-(B-C-D) Series-6 Cyl.....	VH-84	CH1811	RC509	CH1666	RC506
1954L	C-1-(B-C-D)					
E1954	C-1-(B-C-D) Series-6 Cyl.....	VH-84	CH1811	RC509		RC506
1955-54L	C-1-(B-C-D), C-3-(B-C-D) Series-V8 Cyl. (Cut 2 3/4" from long leg of CH1811).....	V-193	CH1811	RC509	CH1512	RC504
E1954	C-1-(B-C-D) Series-V8 Cyl. (Cut 2 3/4" from long leg of CH1811).....	V-28	CH1811	RC509	CH1512	RC504
1955-54	C-1-F, C-3-F Series-6 Cyl.....	V-148	CH1811	RC509	CH1666	RC506
1955	C-3-G thru C-3-KM Series-6 Cyl.....	V-148		RC508		RC506
1954	C-1-G thru C-1-KM		{CH1635			
1955	C-3-G thru C-3-K Series-V8 Cyl.....	▲V-185	CH1811	RC509		RC506
1954	C-1-G thru C-3-K					
1955	C-3-(R-T-V) Series-V8 Cyl. {Fan	▲V-187		RC515		RC510
1954	C-1-(R-T-V) {Compr.	V-156				
1955-54	C-1-Y, C-3-Y (6 Cyl.) {Fan	▲V-21				
	(Cut 1 1/2" from long Air Compr.	V-155		RC514	CH1746	RC511
	leg of CH1746) {St. Pump	▲V-5030				
1955-53	C-1-PW, C-3-PW, B-4-PW (6 Cyl.) Power Wagons {Fan	V-169			{1 1/2 x 4	RC506
	{Gov.	4L390			{1 1/2 x 7 3/4	
1955	C-3-DU, C-3-EU 6 Cyl. Route Vans..	VH-84	1 3/4 x 11 1/2	RC508	(2) 1 1/2 x 3 3/4	RC505
1954	C-1-DU, C-1-EU					
1953	B-4-(B, C, D) Series.....	VH-84	1 3/4 x 9 3/4	RC508	{1 1/2 x 3 3/4	RC506
1952-51L	B-3-(B, C, D)				{1 1/2 x 6 3/4	
1953	B-4-F thru B-4-KM Series.....	V-148	{1 3/4 x 8 1/2	RC517	{1 1/2 x 3 3/4	RC506
1952-51L	B-3-F thru B-3-KM		{CH1635		{1 1/2 x 3 3/4	
1953-51	B-3-(R,T,V,Y), B-4-(R,T,V,Y) Ser.: With Hydra. Brakes & Stand. Gen..	▲V-21	2 1/8 x 8 3/4	RC514	(2) 1 3/4 x 3 3/4	RC512
	With Air Brakes & Stand. Gen. {Fan	V-21				
	Gen. {Compr.	V-155				
1952-51	B-3-PW Power Wagon..... {Fan	V-169	2x7	RC513	{1 1/2 x 4	RC506
	{Gov.	4L390			{1 1/2 x 7 3/4	
1953-51L	B-3-DU, B-3-EU; B-4-DU, D-4-EU (After DU Engine No. T164-4721 and EU Engine No. T165-2843)...	VH-84	1 3/4 x 11 1/2	RC508	(2) 1 1/2 x 3 3/4	RC505
E1951	B-3-(B,C,D)					
1950	B-2-(B,C,D) Series.....	V-169	{1 3/4 x 7 3/4	RC517	{1 1/2 x 3 3/4	RC505
1949-48	B-1-(B,C,D)		{1 x 1 1/8		{1 1/2 x 6 3/4	
E1951	B-3-F thru B-3-KM					
1950	B-2-F thru B-2-KM Series.....	V-148	{1 3/4 x 7 3/4	RC517	{1 1/2 x 3 3/4	RC505
1949-48	B-1-F thru B-1-KM		{CH1635		{1 1/2 x 3 3/4	
E1951	B-3-DU, B-3-EU (Before DU Engine No. T164-4721 and EU Engine No. T165-2843).....	V-169	{1 3/4 x 8 1/2	RC517	(2) 1 1/2 x 3 3/4	RC505
			{1 x 1 1/8			
1950	B-2-(R,T,V,Y) Series: With Hydra. Brakes & Stand. Gen..	▲V-21				
	With Air Brakes & Stand. Gen. {Fan	V-21	2 1/8 x 8 3/4	RC514	(2) 1 3/4 x 3 3/4	RC512
	Gen. {Compr.	V-155				

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
DODGE TRUCK—Cont'd							
1949-48	B-1-(R,T,V) Series: With Stand. Gen. With low Speed Cut-in Gen. B-1-R (After Ser. No. 81,856,394) B-1-T, B-1-V (After Ser. No. 81,790,319) B-1-R (Before Ser. No. 81,856,394) B-1-T, B-1-V (Before Ser. No. 81,790,319) With Air Brakes B-2-PW, B-1-PW Power Wagons WDX B-1-DU, B-1-EU Route Vans WC, WD Series WF, WG, WH Series WL Series WKD, WLD Series VC, VD Series VF, VG, VH Series VK, VL Series VM, VR, VS Series RK, RL Series RO, RP Series—C.O.E. TC, TD Series TE, TF, TG, TH Series TK, TL, TO, TP Series RC RD20, RD21 Models: After Ser. No. 8,086,063 and 9,284,048 Before Ser. No. 8,086,063 and 9,284,048	▲V-21 ▲V-21 ▲V-170 ▲V-21 V-155 V-169 V-169 V-169 V-148 ▲V-21 ▲V-2046 V-169 V-148 ▲V-21 V-148 ▲V-21 V-169 V-148 ▲V-21 V-169 V-148 ▲V-21 V-169 V-122 V-169 V-122	2½x8¾ 2x7 1½x1⅝ 1¾x8½ 1½x1⅝ 1¾x9¾ 1½x1¾ 2½x9¾ 2½x8¾ 1½x2 2½x3¼ 1½x2¾ 1¾x9½ 1½x1¾ 2½x9¾ 1½x1¾ 2½x8¾ 1½x2 2½x9¾ 1½x1¾ 2½x9¾ 1½x1¾ 2½x8¾ 1½x2 1¾x7 1½x1¾ 1¾x7 1½x1¾	RC514 RC513 RC517 RC508 RC514 RC			

E—Early. L—Late. ‡By-Pass. ▲Dual Drive, order in Matched Sets.

PASSENGER CARS AND POPULAR TRUCKS

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv

DODGE TRUCK—Cont'd

1938	RE, RF, RG, RH Series	V-148	{ 2½x10¼ ‡1x1¾ }	RC514	{ 1½x3½ 1½x4¾ }	RC505
1938	{ RK, RL Series RO, RP Series—C.O.E. }	▲V-21	{ 2½x8 ‡1x2 }	RC514	(2) 1¼x3	RC511
1937	{ MC (½ ton) MD15, MD16 (¾ ton) }	V-122	{ 1¾x7 ‡1x1¾ }	RC517	{ 1½x3¾ 1½x5½ }	RC505
1937	ME, MF, MG, MH Series	V-148	{ 2¼x10½ ‡1x1¾ }	RC514	{ 1½x3½ 1½x4½ }	RC505
1937	LM70, LM71	▲V-5030				
1936	LC Series	V-122	{ 1¾x7 ‡1x1¾ }	RC517	{ 1½x3¾ 1½x5½ }	RC505
1936	LE, LF Series	V-5041	{ 2½x12 ‡1x1¾ }	RC526	(2) 1½x3	RC505
1936	LH Series	V-2023	{ 2½x9¾ ‡1x1¾ }	RC514	{ 1½x3¾ 1½x4¾ }	RC505

FORD

1955	All V8 Cyl. Models	{ Fan V-194 St. Pump V-197 }	CH1515	RC504	CH1913	RC526
1955-54	{ 6 Cyl. Models (Cut ½" from short leg of CH1540)	{ Fan V-48 St. Pump V-0330 }	CH1540	RC503	CH1734	RC512
1954	{ V8 Cyl. Models (Cut ½" from long leg of CH1515)	{ Fan V-34 St. Pump V-50 }	CH1515	RC504	CH1875	RC509
1953-52	{ All 6 Cyl. Models (Cut ½" from short leg of CH1601)	V-48	CH1601	RC503	CH1734	RC511
1953-52	{ V8 Cyl. Models: Fordomatic Trans. Standard Trans. }	{ Fan & W.P. V-104 Gen. & W.P. V-91 St. Pump V-56 Fan & W.P. V-49 Gen. & W.P. V-91 St. Pump V-56 }	(2) CH1774	(2) RC501	(2) CH1758	(2) RC507
1951	{ All 6 Cyl. Models (Cut 2¼" from short leg and ¾" from long leg of CH1502)	V-74	CH1502	RC503	CH1734	RC510
1951-50	All V8 Cyl. Models	{ Fan & W.P. V-49 Gen. & W.P. V-91 }	(2) CH1774	(2) RC501	(2) CH1758	(2) RC507
1950-49	All 6 Cyl. Models	V-49	CH1350	RC503	CH1734	RC510
1949	All V8 Cyl. Models	{ Fan V-57 Gen. & W.P. V-160 }	(2) CH1774	(2) RC501	(2) CH1758	(2) RC507
1948-47L	{ 6 Cyl. ("H" Series): With Standard Radiator With Extra-Cooling Radiator }	{ V-41 1½x10¾ V-41 1½x10¾ }	RC503		CH1729	
1948-42	{ V8 Cyl. Models: With Stand. Radiator With Ex.-Cooling Rad. }	{ Fan V-57 Gen. & W.P. V-171 Fan V-57 Gen. & W.P. V-171 }	(2) CH1665	(2) RC512	(2) 1¼x6	(2) RC507
			(2) CH1665	(2) RC512	(2) CH1707	(2) RC517

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv

FORD—Cont'd

E1947-46	{ 6 Cyl. ("G" Series): With Standard Radiator With Extra-Cooling Radiator }	{ Fan V-9 Gen. V-10 Fan V-9 Gen. V-10 }	1½x10¾	RC503	CH1710	
1942	All 6 Cyl. Models	{ Fan V-9 Gen. V-10 }	1½x9¾	RC503		
1941	All 6 Cyl. Models	{ W. Pump 4L240 Gen. 5L310 }	1½x9¾	RC503		RC506
1941	All V8 Cyl. Models	V-171	(2) CH1567	(2) RC512	(2) CH1568	(2) RC509
1940L	85 H.P.-V8 Cyl. with 3¾" Gen. Pulley	V-171	(2) CH1567	(2) RC512	(2) CH1568	(2) RC509
E1940	85 H.P.-V8 Cyl. Models	V-111				
1940L	60 H.P.-V8 Cyl. with 3½" Gen. Pulley	V-135				
E1940	60 H.P.-V8 Cyl. Models	V-144				
1939	{ DeLuxe V8 Cyl. Models: With Aluminum Valve Covers With Cast Iron Valve Covers }	{ V-171 V-111 }	(2) CH1567	(2) RC512	(2) CH1568	(2) RC509
1939	Standard V8 Cyl. Models	V-111	(2) CH1348	(2) RC511	(2) 1¼x5¼	(2) RC507
1939-37	60 H.P.-V8 Cyl. Models	V-144			(2) CH1344	
1938-37	85 H.P.-V8 Cyl. Models	V-111	(2) CH1348	(2) RC511	(2) 1¼x5¼	(2) RC507
1936	All Models	V-130	(2) 1¼x9¾	(2) RC517	(2) 1¼x5½	(2) RC507
1935-33	All Models	V-130	(2) 1¼x11¾	(2) RC508	(2) 1¼x5½	(2) RC507

FORD TRUCK						
1955	{ Courier (Sedan Delivery)-6 Cyl. (Cut ½" from short leg of CH1540) }	V-48	CH1540	RC503	CH1734	RC512
1955	Courier (Sedan Delivery)-V8 Cyl.	V-194	CH1515	RC504	CH1913	RC526
1955-54	100 thru 350 Series-6 Cyl.	V-48	(2) 1½x3½	RC504		RC511
1955-54	{ 500 thru 600 Series-6 Cyl. (Cut ½" from each end of CH1830) }	{ Fan V-50 (G&P) V-37 }	(2) 1½x3½	RC504	CH1830	RC510
1955-54	100 thru 600 Series-V8 Cyl.	{ Fan V-67 (G&P) V-34 }	(2) 1½x3½			RC509(J1)
1955-54	{ 700 Series-V8 Cyl.: Without Air Brakes With Air Brakes }	{ Fan V-67 (G&P) V-34 Fan V-67 (G&P) V-34 Compr. V-2 }	(2) 1½x3½			RC509(J1)
1955-54	{ 750 thru 900 Series-V8 Cyl.: Without Air Brakes With Air Brakes }	{ Fan V-2025 (G&P) V-123 Fan V-2025 (G&P) V-123 Compr. V-8 }	(2) 1¼x3¾	RC512(J3)	CH1865(J2)	
1953	{ 100 thru 500 Series-6 Cyl. (Cut ½" from each end of CH1830) }	{ Fan V-50 (G&P) V-37 }	(2) 1½x3½	RC504	CH1830	RC510

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
FORD TRUCK—Cont'd							
1953	100 thru 600 Series-V8 Cyl.: Standard Transmission	{ Fan... V-57 (G&P) V-130	{ (2) 1¼ x 2½ (2) 1¼ x 4¼ }		(2) 1¼ x 11¼	(2) RC508	
	Fordomatic Transmission	{ Fan... V-57 (G&P) V-160					
1953	600, 700 Series-6 Cyl.	V-2134	(2) 1½ x 3¼	RC504	CH1727	RC510	
1953	750 thru 900 Series-V8 Cyl.: With Hydra. Brakes	{ Fan... V-2025 (G&P) V-39	(2) 1¼ x 3¾	RC512(J3)	CH1865(J)		
	With Air Brakes	{ Fan... V-2025 (G&P) V-39 Compr. V-8					
1952	F1 thru F5 Series-6 Cyl.	{ Fan... V-50 (G&P) V-37 }	(2) 1½ x 3½	RC504	CH1830	RC510	
1952	{ F6 Series (except School Buses)-6 Cyl.	{ Fan... V-50 (G&P) V-37 }	1½ x 12	RC524	CH1727	RC510	
1952	F6 School Buses-6 Cyl.	{ Fan... V-50 (G&P) V-2134 }	(2) 1½ x 3½	RC504	CH1830	RC510	
1952	F1 thru F3 Series-V8 Cyl.	{ Fan... V-57 (G&P) V-160 }	{ (2) 1¼ x 2½ (2) 1¼ x 4½ }		(2) 1¼ x 7½	(2) RC517	
1952	F4 thru F6 Series-V8 Cyl.: 3 ²⁹ / ₃₂ " O.D. Gen. Pulley	{ Fan... V-57 (G&P) V-130					
	3 ⁵ / ₁₆ " O.D. Gen. Pulley	{ Fan... V-57 (G&P) V-160 }					
1952	F7, F8 Series-V8 Cyl.: With Hydra. Brakes	{ Fan... V-2025 (G&P) V-39	(2) 1¼ x 3½	RC511	CH1865		
	With Air Brakes	{ Fan... V-2025 (G&P) V-39 Compr. V-8					
1951-48	F1 thru F6 Series-6 Cyl. with 3 ⁵ / ₁₆ " O.D. Gen. Pulley	V-41	1½ x 12	RC524	CH1727	RC510	
1951-48	F4 thru F6 Series-6 Cyl. with 3 ²⁹ / ₃₂ " O.D. Gen. Pulley	V-2134	1½ x 12	RC524	CH1727	RC510	
1951-48	F1 thru F3 Series-V8 Cyl.	{ Fan... V-57 (G&P) V-160 }	{ (2) 1¼ x 2½ (2) 1¼ x 4½ }		(2) 1¼ x 7½	(2) RC517	
1951-48	F4 thru F6 Series-V8 Cyl.	{ Fan... V-57 (G&P) V-130 }	{ (2) 1¼ x 2½ (2) 1¼ x 4½ }		(2) 1¼ x 7½	(2) RC517	
1951-48	F7, F8 Series-V8 Cyl.: With Hydra. Brakes	{ Fan... V-5018 (G&P) V-44	{ (2) 1½ x 3½ (2) 1½ x 5 }	(2) RC505	(2) 1¼ x 8¾	(2) RC517	
	With Air Brakes	{ Fan... V-5018 (G&P) V-44 Compr. V-14	{ (2) 1½ x 3½ (2) 1½ x 5 }	{ RC504R RC505L }	(2) 1¼ x 8¾	(2) RC517	
1951-47	Transit Bus-6 Cyl.	▲V-144 Compr. V-79					
1947L	95 H.P.-6 Cyl. ("H" Series)	V-41	1½ x 12	RC524	CH1728		
E1947-42	90 H.P.-6 Cyl.	{ Fan... V-9 Gen. V-8	1½ x 12	RC524	CH1666	RC505	
	"G" Series Models	Westinghouse Air Compr. V-16 Wagner Air Compr. 5L390					

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
FORD TRUCK—Cont'd							
1947-42	V8 Cyl. Models (Except C.O.E.)	Fan.....	V-57	{(2)1¼x2¼} {(2)1¼x3½}	.....	(2)1¼x8	(2)RC517
		Gen. & 2 Water Pumps..	V-171				
		Westinghouse Air Compr.	V-5029				
1947-42	V8 Cyl. C.O.E. Models	Fan.....	V-57	{1¼x5½ (K) {(2)1¼x2¼ {(2)1¼x3¾	RC507	(2)1¼x12	(2)RC508
		Gen. & 2 Water Pumps..	V-171				
		Westinghouse Air Compr.	V-5029				
1947-40	Rear Engine Buses	Gen.....	▲V-137				
		Compr.	V-18				
1942-41	4 Cyl. Commercials & Trucks		V-135	1½x7½	RC502	CH1512	RC524
1942	GPW Military Jeep-4 Cyl. (4x4)		V-2014	1½x12¼	RC524	CH1553	RC504
1941	6 Cyl. Comm. & Light Trucks	(W.P.	4L240	1½x10	RC503	.....	RC506
		Gen.	5L310				
1941	{6 Cyl. (except Comm. & Light Trucks)}	(W.P.	4L240	{(2)1½x2½} or 1½x12	RC524	(2)1½x3½	.....
		Gen.	5L310				
1941	{85 & 95 H.P.-V8 Cyl. Commercials & Light Trucks}		V-171	(2)CH1567	(2)RC512	(2)CH1568	(2)RC509
1941	{85 & 95 H.P.-V8 Cyl. (except Com- mercial & Light Trucks also C.O.E.)}		V-171	{(2)1¼x2¼ {(2)1¼x3½ 1¼x5½ (K)	RC507	{(2)1¼x3½	{(2)RC517
1941-38	85 & 95 H.P.-V8 Cyl. C.O.E. Models	▲V-160		{(2)1¼x2½ {(2)1¼x4½	.....	(2)1¼x5	(2)RC507
				(2)CH1567			
1940L	{85 & 95 H.P.-V8 Cyl. Commercials with new style stabilizer		V-171	(2)CH1567	(2)RC512	(2)CH1568	(2)RC509
E1940	85 & 95 H.P.-V8 Cyl. Comm. & Light Trucks:						
	With 3¾" O.D. Gen. Pulley.....	V-171	(2)CH1567	(2)RC512	(2)CH1568	(2)RC509	
	With 3⅞" O.D. Gen. Pulley.....	V-111					
1940	60 H.P.-V8 Cyl. Com. & Light Trucks:						
	With 3⅞" O.D. Gen. Pulley.....	V-144				(2)RC505	
	With 3½" O.D. Gen. Pulley.....	V-135					
1940	85 & 95 H.P.-V8 Cyl. (except Comm. & Light Trucks also C.O.E.):						
	With 3¾" O.D. Gen. Pulley.....	V-171	{(2)1¼x2¼} {(2)1¼x3½}	.....	(2)1¼x3½	.....	.....
	With 3⅞" O.D. Gen. Pulley.....	V-111					
1939	85 & 95 H.P.-V8 Cyl. (except 91C, 91Y, 99C & 99Y also C.O.E. Models)	▲V-160	{(2)1¼x2¼ {(2)1¼x4¾	(2)RC512	(2)1¼x4¾	(2)RC507	
1939	91C, 91Y-85 H.P. V-8 Cyl.	V-160					
1939	99C-85 H.P.		{(2)1¼x2¼ {(2)1¼x3½}	(2)RC512	(2)1¼x6	(2)RC507	
	99Y-85 H.P. (1 ton) 122" W.B.-V8 Cyl.	V-111					
1939-38	60 H.P.-V8 Cyl. ½ ton Commercials	V-144					
1938	85-90 H.P.-V8 Cyl. Commercials	V-160	(2)RC512				
1938	85-90 H.P.-V8 Cyl. (1½ ton) Models	▲V-160	(2)RC512				
1937	77 (½ ton) 85 H.P. Commercial	V-111					
1937	79 (1½ ton) 85 H.P. Single Drive Truck	V-130	(2)RC512				
	Dual Drive	▲V-160					
1936	67 (¾ ton)-V8 Cyl. Comm.	Single Drive	V-130				
1936	51 (1½ ton)-V8 Cyl. Truck	Dual Drive	▲V-130	(2)1¼x12	(2)RC509	(2)1¼x6¾	(2)RC507
1936	51 & 67 Models with extra capacity Cooling System	▲V-160					
1935	50 (¾ ton)-V8 Cyl. Commercial	V-130	(2)1¼x11¼	(2)RC508	(2)1¼x5½	(2)RC507	
1934-33	All V8 Cyl. Models						

E-Early. L-Late. ▲Dual Drive, order in Matched Sets.
(J3) For Cab Forward Models use RC511. (K) Filler Pipe Hose.

L-L.H. Side.

R-R.H. Side.

(J) For C.O.E. Models cut 2" from long leg of CH1865.

SEE CATALOG
FOR FURTHER LISTINGS

PASSENGER CARS AND POPULAR TRUCKS

FORM 211-R-8-55
PRINTED IN U. S. A.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
FRAZER							
1951-49	All Models (Cut 1½" from short leg and ½" from long leg of CH1502).	V-34	1½x7½	RC502	†CH1502	RC505	
1948-47	All Models (After Ser. No. K100-1410) (With 35 Amp. Gen.): UPPER—Cut 1½" from long leg of CH1600. LOWER—Cut 1" from short leg of CH1502.	V-34	CH1600	RC504	†CH1502	RC505	
GMC TRUCK							
1955-54	100-24 thru 250-24 Series-6 Cyl.	V-34	°CH1709	RC503	(2)1½x3½	RC505	
1955	100-28 thru 410-28 Series-V8 Cyl.	V-29	(2)1¼x3½	RC511	(2)1¼x3½	RC508	
1955	300-24 thru 350-24 Series-6 Cyl.: With Standard Transmission. With Hydraulic Transmission.	V-2106 V-34	°CH1709	RC503	(2)1½x3½ (B)	RC505	
1955	370-27 thru 410-27 Series-6 Cyl.: With Standard Transmission. With Hydraulic Transmission.	V-2106 V-34	°CH1709	RC503	(2)1½x3½	RC505	
1955	450, 500 Series-6 Cyl.: With Hydraulic Brakes. With Air Brakes.	V-2106 V-14 V-2025	CH1709 CH1709	RC503 RC503	(2)1½x3½ CH1765(A) 1½x3½	RC505 RC524(A)	
1954-51	300-24 thru 400-24 Series	V-2106	°CH1709	RC503	(2)1½x3½ (B)	RC505	
1954-53	350-27 thru 400-27 Series	V-2106	°CH1709	RC503	(2)1½x3½ (B)	RC505	
1954-52	450-30 thru 470-30 Series: Hydra. Brakes. Air Brakes.	6 Volt, 35 Amp. Gen. 12 Volt, 55 Amp. Gen. 6 Volt, 35 Amp. Gen. 12 Volt, 55 Amp. Gen. Air Compressor.	V-2106 V-110 V-2106 V-110 V-2025	CH1709	RC503	(2)1½x3½	RC505
1953-51	100-22 thru 280-22 Series	V-135	°CH1709	RC503	(2)1½x3½	RC505	
1951-49	HCS, HCW400; HC, HCR, HCS, HF HFR450; HC470, HF470/Stand. Gen. 12 Volt Gen.	V-2106 V-110	°CH1709	RC503	(2)1½x3½	RC505	
1950-47	FC100 thru FC350, FCS300 thru FCS370: With 228 & 236 Mtrs. With 248 Motor.	Stand. Gen. Stand. Gen. 12 Volt Gen. Air Compr.	V-135 V-2106 V-135 V-2046	°CH1709	RC503	1½x3¾ (L) 1½x6¾	RC505
1948-47	FCS370 thru FCS450, FC450: Standard Gen. 12 Volt Gen. Air Compr.	V-2106 V-135 5L630 270 Motor.	°CH1709	RC503	1½x3½ 1½x5	RC505	
1947-46	EC100 thru EC365, EF100 thru EF365: With 228 & 236 Mtrs. With 248 Motor.	Stand. Gen. Stand. Gen. 12 Volt Gen. Air Compr.	V-135 V-2106 V-135 V-2046	CH1522	RC524	1½x3¾ 1½x6	RC505

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
GMC TRUCK—Cont'd							
1947-46	EC370 thru EC475 EF300 thru EF475	Stand. Gen. 12 Volt Gen. Air Compr.	V-2106 V-135 5L630	CH1522	RC503	1½x3¾ 1½x6	RC505
1947-39	AC500-655, AF500-655: With 278 & 308 Mtrs. With 361 Mtr.	Stand. Gen. 12 Volt Gen. Air Compr.	V-165 V-2004 V-98 V-2004 V-5029 V-148	CH1554 CH1555	RC508 RC509	(2)1½x5 (2)1½x4	
1946-39	AC100-365, CC100-365: With 228 & 236 Mtrs. With 248 Motor.	Stand. Gen. 200 W. Gen. Stand. Gen. 12 Volt Gen. Air Compr.	V-135 V-65 V-2106 V-135 5L630	CH1522	RC503	1½x3½ 1½x6	RC505
1946-41	AC370 thru AC455 CC370 thru CC455 CCX450 thru CCX455	Stand. Gen. 12 Volt Gen. Air Compr.	V-2106 V-135 5L630	CH1522	RC503	1½x3½ 1½x6	RC505
1938-37	F18, F18H with 239 Mtr. F23, F23H with 257 Mtr. F33, F33H with 286 Mtr.	Fan	V-150		RC505		RC505
1938-37	T18, T18H, T23, T23H, T33, T33H		V-149		RC524	CH1543	RC505
1938	T14B (½ ton)		V-151	1½x9	RC503		RC509
1938-37	T16B (1½ ton)		V-175				
1937-34	T16H (1½ ton) with 213 Mtr.		V-175	1½x9½	RC503	(2)1½x3½	RC504
1936	T18 with 239 Mtr.		V-107	1½x9½	RC503		RC505
1936	T23H with 257 Mtr.		V-149				
1936	T14 to chassis No. 11251		V-175	1½x12	RC504		RC504
1936	T16, T16H to chassis 18801						
HENRY J							
1954-51	All 4 Cyl. Models		V-95	CH1787	RC505	CH1786	RC506
1954-51	All 6 Cyl. Models (Cut ½" from long leg of CH1646)		V-96	CH1646	RC504	CH1788	RC504
HUDSON and TERRAPLANE							
1955	Metropolitan-4 Cyl.		V-2353				
1955	Rambler-6 Cyl. (Cut 1" from long leg and ½" from short leg of CH1709) Wasp-6 Cyl. Models: UPPER—Cut 2¼" from long leg of CH1502. LOWER—Cut 2" from short leg and 1" from long leg of CH1739.		V-32	CH1709	RC503	CH1855	RC506
1955	Hornet-6 Cyl. Models: UPPER—Cut 2¼" from long leg of CH1502. LOWER—Cut 2" from short leg of CH1739.			CH1502	RC505	CH1739	RC505
1955	Hornet V8 Cyl. Models (Cut 2½" from one end of CH1566)	Fan	V-191	CH1502	RC505	CH1739	RC505
1955		Fan	V-55	CH1830	RC510	CH1566①	RC517① RC508②

†Replaces metal elbow and two pieces of hose formerly used.
(B) C.O.E. Model has 1 pc.—1½" x 3½" and 1 pc.—1½" x 6".

°Use old hose as template and cut to required length. (A) Metal elbow to Radiator.
(L) Some models use (2) 1½" x 3½". ①Water pump to oil cooler hose. ②Oil cooler to radiator hose.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
HUDSON and TERRAPLANE—Cont'd							
1954	All (Except Jet Models): With Standard Steering..... Fan With Power Steering..... {Fan..... 						

INTERNATIONAL TRUCK

1955-53	R100 thru R165 Series:					
	Standard 35 & 50 Amp. Gen... Fan	V-102	CH1782	RC526	CH1783	
	40 Amp. Generator..... Fan	V-115				
	With Air Compressor..... Compr.	V-88				

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
INTERNATIONAL TRUCK—Cont'd						
1955-53	R170 thru R184 Series:					
	Standard 30 Amp. Gen..... Fan	V-5003				
	6 Volt 50 Amp. Gen..... Fan	V-5015	{ 2x13¼ }			
	12 Volt 50 Amp. Gen..... Fan	V-107	{ 2x3 }			
	With Air Compressor..... Compr.	5L370				
1955-53	R185 thru R225 Series:					
	Standard Gen. (Some)..... Fan	▲V-143				
	(Some)..... Fan	▲V-111	{ 2x11½ }	RC526	CH1784	
	Low Cut-in Gen..... Fan	▲V-148	{ 2½x2¾ }			
	With Air Compressor..... Compr.	V-105				
1952-50	L110 thru L165 Series:					
	With 30 & 50 Amp. Gen.....	V-102	CH1782	RC526	CH1783	
	With 40 Amp. Gen.....	V-115				
1952-50	L170 thru L184 Ser....	30 Amp. Gen..... V-5003				
		6 Volt 50 Amp. Gen.. V-5015	{ 2x13¼ }			
1952-50	L185 thru L212 Series..... Fan	V-107	{ 2x2¼ }			
	(Compr. V-105)	▲V-111	{ 2x11½ }	RC526	CH1784	
			{ 2½x2¾ }			
1949-41	K1 thru K5.....					
	KB1 thru KB5..... Standard Gen....	V-89				
	KR1 thru KR5..... High Output Gen.	V-14	1½x12	RC508	CH1733	
	KS1 thru KS5..... 40 Amp. Gen....	V-2106				
1949-41	K5, KB5, KBS5, KS5-C.O.E.:					
	With Standard Low Cut-in Gen....	V-128	(2)1½x4		{ 1½x4 }	
	High Output Gen.....	V-14			{ 2x3 }	
	Low Cut-in Gen. 40 Amp. Gen....	V-5003				
1949-41	K6, KB6- KBS6, KS6..... With 318 Mtr....	▲V-111	2x13¼		{ 2x2½ }	
	K7, KB7- Westing. Compr.	5L370			{ 2x4 }	
	KBS7, KS7 Wagner Compr....	5L360				
	K8, KB8, KBR8... Mtrs. with oil	V-111				
1949-41	KBS8, KR8, KS8... cooler.....					
	K10, KB10, KBR10 Mtrs. w/o oil	▲V-111	2x11½	RC526	{ 2½x2¾ }	
	KBS10, KR10, KS10 cooler.....				{ 2½x5½ }	
	K11, KB11, KBR11 Reg. Air Compr.	V-105				
1949-46	KBS11, KR11, KS11 Westg. Air Com.	V-160				
	K12, KB12, KBR12, KBS12, KR12, KS12; K14, KB14, KBR14, KBS14, KR14, KS14:					
	(With Cont. R6586) 25 Amp. Gen....	▲V-36	{ 2¼x3¾ }		{ 1¼x3¾ }	
	Mtr..... 55 Amp. Gen....	▲V-154	{ 2¼x8¾ }		{ (2)2¼x4 }	
1942-37	AR626F with FEB648 Mtr.	V-5019	2¼x9½		(2)2¼x4¾	
1940-37	D2, D2M, D3, with HD174 & 213 Mtrs.: Stand. Gen.....	V-70				
	(High Output Generator....) After Ser. 79317	V-89	1½x10	RC503	(2)1½x3	
	Before Ser. 79317	V-5012				
	300 Watt Gen.....	V-2106				
1940-36	D5, D5M with Wauk. FC6K Mtr.	V-16	{ 2x2 }		(2)2x3½	
			{ 2x3 }			
1940-37	D15, D15M with HD174 & 213 Mtr.	V-89	1½x10	RC503	(2)1½x3	
	(With Stand. Gen. High Output Gen.	V-2106				
1940-37	D30, D30B, DS30, DS30B with HD174 & HD213 Mtrs.	V-89	1½x9¾	RC503	{ 1¼x3 }	
	(With Stand. Gen. High Output Gen.	V-2106			{ 2x3½ }	

†By-Pass.

▲Dual Drive, order in Matched Sets.

*Water Pump outlet hose.

(M) V-5015 used on early models.

PASSENGER CARS AND POPULAR TRUCKS

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv

INTERNATIONAL TRUCK—Cont'd

1940-37	D35, D35B, DS35, DS35B, D40, D40B: Standard Gen.	V-5003	2x9½	RC514	(2)2x3½	
	(Some) 300 Watt Gen.	V-100 or V-164				
	(Some) High Output Gen.	V-107 or V-5015				
	Wagner Air Compr.	5L420				
1940-37	D50, D60, D70 with FBB298 & 401 Mtrs.: Standard Gen.	▲V-111	2½x7½	RC513	(2)2½x3	
	Low Cut-in Gen.	▲V-148				
	Regular Air Compr.	V-105				
	Wagner Air Compr.	5LS575				
1937-35	C1 with HD213 Mtr.: Standard Gen.	V-70	1½x11½	RC503	(2)1½x3½	
	Low Cut-in Gen.	5L380				
1937-36	C5 with Wauk. FC & FK Mtrs.	V-16	2x7½	RC513	(2)2x2½	
1937-34	C10 with XA, XAH Mtrs.	V-57	2x8½	RC514	(2)2x3	
1937-34	C12, C15 with HD213 Mtr.	Standard Gen.	1½x11½	RC503	(2)1½x3	
	High Output Gen.	V-2025				
1937-34	C20, CS20 with XA, XAH Mtrs.	V-57	2x7½	RC513	(2)2x3	
1937-35	C30, C30S with HD213 Mtr.	Standard Gen.	1½x11½	RC503	(2)1½x3	
	High Output Gen.	V-2025				
1937-36	C35, C35B, C35T; C40, C40F, C40T with FAB223 Mtr.: Standard Gen.	V-5003	2x12½		2x5¾	RC513
	6 Volt, 300 Watt Gen.	V-100				
	Westinghouse Air Compr.	5L580				
	Standard Gen.	V-70				
1937-33	D1 with HD213 Mtr.: Low Cut-in Gen.	5L380	1½x10	RC503	(2)1½x3	
	High Output Gen.	V-5012				
1936-34	C35, C35B, C35T; C40, C40F, C40T with FAB223 Mtr.: Standard Gen.	V-89	2x12½		2x5¾	RC513
	Auxiliary Gen.	V-5015				

KAISER

1955-54	All Models without Supercharger: UPPER—Cut 2¾" from one of either end of CH1565.	Fan. V-104	CH1565	RC524	CH1532	RC504
	LOWER—Cut ½" from long leg of CH1532.	St. Pump V-39				
	All Models with Super- charger (Cut 2¾" from one of either end of CH1565).	Fan. V-104				
		St. Pump V-39				
1953-51	All Models (Cut ½" from long leg and 1" from short leg of CH1532).	V-104	CH1350	RC503	CH1532	RC524
1950-49	All Models (Cut 1½" from short leg and ½" from long leg of CH1502).	V-34	1½x7½	RC502	†CH1502	RC505

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv

KAISER—Cont'd

1948-47	All Models (After Ser. No. K100-1410) With 35 Amp. Gen.: UPPER—Cut 1½" from long leg of CH1600. LOWER—Cut 1" from short leg of CH1502.	V-34	CH1600	RC504	†CH1502	RC505
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LAFAYETTE (See Nash)

LINCOLN

1955	All Models (Cut ¾" from long leg of CH1772).	Fan. ▲V-195	CH1566	RC508	CH1772	RC526
	St. Pump V-196					
1954-53	All Models: UPPER—Cut ¾" from one of either end of CH1566.	Fan. V-73	CH1566	RC508	CH1772	RC526
	LOWER—Cut 2" from short leg and 3" from long leg of CH1772.	St. Pump V-1370				
1952	All Models: UPPER—Cut 1" from short leg and 2" from long leg of CH1627.	V-73	CH1627	RC508	CH1772	RC526
	LOWER—Cut 2" from short leg and 3" from long leg of CH1772.					
1951-50L	All Models: UPPER R.H. Side—Cut 1½" from short leg of CH1709.	Fan. V-74	(2)CH1709	{ RC503R RC502L }	(2)1¼x5¾	(2)RC507
	UPPER L.H. Side—Cut 1½" from from short leg and 1" from long leg of CH1709.	Gen. V-76				
E1950	All Models.	Fan. V-74	(2)CH1709	(2)RC503	(2)1¼x5½	(2)RC507
		Gen. V-76				
1949	All Models: With Hydra-matic Drive.	Fan. V-74	(2)CH1709	(2)RC503	(2)1¼x5½	(2)RC507
	Without Hydra-matic Drive.	Gen. V-76				
1948-38	Continental, Custom & Zephyr-V12 Cyl. Models.	Fan. V-57	(2)1¼x10½	(2)RC508	(2)1¼x7¾	(2)RC517
1937	136, 145-V12 Cyl. Models.	Gen. V-44				
1937-36	Zephyr-V12 Cyl.	V-160	1½x12¾		1½x3¾	
		V-160	(2)1¼x7½	(2)RC517	(2)1¼x7¾	(2)RC517

MERCURY

1955	All Models (Cut ¾" from long leg of CH1772).	Fan. V-194	CH1515	RC504	CH1772	RC526
	St. Pump V-197					
1954	All Models: UPPER—Cut ½" from short leg and 1" from long leg of CH1515.	Fan. V-39	CH1515	RC504	CH1340	RC509
	LOWER—Cut ½" from short leg of CH1340.	St. Pump V-50				

E-Early.

L-Late.

†By-Pass.

▲Dual Drive, order in Matched Sets.

†Replaces metal elbow and two pieces of hose formerly used.

L-L.H. Side.

R-R.H. Side.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
MERCURY—Cont'd							
1953-52	{ All Models (Cut 2" from short leg of CH1774)	{ Fan & W.P. V-49 Gen. & W.P. V-91 St. Pump V-56 }	(2)CH1774	(2)RC501	(2)CH1758	(2)RC507	
1951-50	All Models	{ Fan & W.P. V-49 Gen. & W.P. V-91 }	(2)CH1774	(2)RC501	(2)1¼x5½	(2)RC507	
1949	All Models	{ Fan V-57 Gen. & W.P. V-160 }	(2)CH1774	(2)RC501	(2)1¼x5½	(2)RC507	
1948-42	All Models:						
	With Standard Rad.	{ Fan V-57 Gen. & W.P. V-171 }	(2)CH1665	(2)RC512	(2)1¼x6	(2)RC507	
	With Ex.-Cooling Rad.	{ Fan V-57 Gen. & W.P. V-171 }	(2)CH1665	(2)RC512	(2)CH1707	(2)RC517	
	All Models	Gen. & W.P. V-171	(2)CH1567	(2)RC512		(2)RC517	
1941	All Models	Gen. & W.P. V-171	(2)CH1567	(2)RC512		(2)RC517	
1940L	{ All Models (With new style Stabilizer) (With 3⅞" O.D. Gen. Pulley)	Gen. & W.P. V-171					
E1940	All Models	Gen. & W.P. V-111	(2)CH1567	(2)RC512	(2)CH1568	(2)RC509	
1939	All Models:						
	With Aluminum Valve Covers	V-171					
	With Cast Iron Valve Covers	V-111					
NASH and LAFAYETTE							
1955	Metropolitan-4 Cyl.	V-2353					
1955-53	Rambler-6 Cyl. (Cut 1" from long leg and ½" from short leg of CH1709)	V-32	CH1709	RC503	CH1855	RC506	
	Statesman-6 Cyl. (Cut ½" from short leg of CH1532)	{ Fan V-90 St. Pump V-37 }	CH1532	RC504	CH1854		
1955	Ambassador-6 Cyl. (Cut 1½" from short leg of CH1340)	{ Fan V-32 St. Pump V-71 }	CH1340	RC508	CH1854		
	Ambassador-V8 Cyl. with Ultra. (Cut 2½" from one end of CH1566)	Fan V-55	CH1830	RC510	{ CH1566 ^⑤ RC517 ^⑤ RC508 ^⑥ }		
1954	Metropolitan-4 Cyl.	V-2353			{ 1⅝x2¼ 1⅝x4½ }		
1954-53	Statesman-6 Cyl. (Cut ⅝" from short leg of CH1515)	{ Fan V-90 St. Pump V-37 }	CH1515	RC504	CH1854		
	Ambassador-6 Cyl. (Cut 1½" from each end of CH1340)	{ Fan V-32 St. Pump V-71 }	CH1340	RC508	CH1854		
1952	Rambler-6 Cyl. (Cut ½" from short leg of CH1709)	V-32	CH1709	RC503	CH1855	RC506	
1952	Statesman-6 Cyl. (Cut ⅝" from short leg of CH1515)	V-104	CH1515	RC504	CH1854		
1952	Ambassador-6 Cyl. (Cut 1½" from each end of CH1340)	V-32	CH1340	RC508	CH1854		
1951-50	Rambler-6 Cyl. (Cut 1" from long leg of CH1709)	V-104	CH1709	RC503	(2)1½x3¼		
1951	40 Statesman-6 Cyl.	V-49	CH1344	RC504	{ 1½x3⅞ 1½x2½ }		

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
NASH and LAFAYETTE—Cont'd							
1951	{60 Ambassador-6 Cyl. (Cut ½" from short leg and 1½" from long leg of CH1554).....}	V-49	CH1554	RC517	(2)1½ x3⅞	.....
1950L	40 Statesman-6 Cyl.....	V-49	CH1344	RC504	(2)1½ x3¼	.....
E1950	40 Statesman-6 Cyl.....	V-5048					
1950L	60 Ambassador-6 Cyl.....	V-49					
E1950-1949L	{Ambassador-6 Cyl. (After Serial No. R553769) (Cut ½" from short leg and 1½" from long leg of CH1554).....}	V-5048	CH1554	RC517	(2)1½ x3½	.....
	E1949 {60 Ambassador-6 Cyl. (Before Serial No. R553770).....}	V-5048	{① 1¾ x5¼ ② 1¾ x6¾}	(2)RC507	{1½ x4 1½ x3}	.....
1949	40 (600)-6 Cyl.....	V-5048	1½ x8¼	RC503	(2)1½ x3¼	.....
1948-41	40 (600)-6 Cyl.....	V-5048	1½ x7¾	RC502	(2)1½ x3¼	.....
1948-42	60 Ambassador-6 Cyl.....	V-5048	{① 1¾ x7 ② 1¾ x8}	(2)RC517	(2)1½ x3¼	.....
1942-41	Ambassador-8 Cyl.....	V-6	{① 1¾ x4½ ② 1¾ x8}	RC517	(2)1½ x3¼	.....
1941	Ambassador-6 Cyl.....	V-5048	{① 1¾ x6½ ② 1¾ x8}	RC507 RC517	(2)1½ x3¼	.....
1940	Lafayette-6 Cyl.....	V-151	1¾ x9½	RC517	(2)1½ x3½	.....
1940	Ambassador-6 Cyl.....	V-151	1¾ x8½				
1940	Ambassador-8 Cyl.....	V-151	1¾ x6½	RC507	(2)1½ x3½	.....
1939L	{Lafayette-6 Cyl. (After Ser. No. LH32508).....}	V-151	1¾ x9	RC517	(2)1½ x3¼	.....
E1939	{Lafayette-6 Cyl. (Before Ser. No. LH32508).....}	V-151	1¼ x10¼	RC516	(2)1½ x3¾	.....
1939	Ambassador-6 Cyl.....	V-151	1¼ x9	RC516	(2)1½ x3¾	.....
1939	Ambassador-8 Cyl.....	V-151	1¼ x7¼	RC500	(2)1½ x3¼	.....
1938	Lafayette-6 Cyl.....	V-151	1¼ x9½	RC516	(2)1½ x3¼	.....
1938	Ambassador-6 Cyl.....						
1938	Ambassador-8 Cyl.....	V-15	1¼ x7¼	RC500	(2)1½ x3¼	.....
1937	Lafayette-6 Cyl.....	V-151	1¼ x10½	RC516	(2)1½ x3½	.....
1937	Ambassador-6 Cyl.....	V-151	1¼ x9¾	RC516	(2)1½ x3½	.....
1937	Ambassador-8 Cyl.....	V-15	1¼ x7¼	RC500	(2)1½ x3¼	.....
1936	400 Series-6 Cyl.....	V-151	1¼ x7¼	RC500	(2)1½ x3¼	.....
1936	Ambassador-6 Cyl.....	V-175	1½ x5	RC518	(2)1½ x3½	.....
1936	Ambassador-8 Cyl.....	V-15	1½ x3		(2)1½ x3½	.....
OLDSMOBILE							
1955-54	{All Models: UPPER—Cut 1" from long leg of CH1856.....}	{Fan..... V-55 St. Pump V-55}	CH1856	RC524	CH1563	RC510	
	{LOWER—Cut 2½" from long leg of CH1563.....}						
1953	{All Models (Cut 4" from long leg and ½" from short leg of CH1563).....}	{Fan..... V-55 St. Pump V-55}	CH1856	RC504	CH1563	RC510	
1952	All Models.....	{Fan..... V-55 St. Pump V-76}	CH1826	RC504	CH1625	RC509	
1951	88-V8 Cyl.....	{Fan V-71 Gen. V-49}	1½ x8½	RC503	CH1625	RC509	

E—Early.

L—Late.

① Surge tank to motor.

② Surge tank to radiator.

③ Water pump to oil cooler hose.

④ Oil cooler to radiator hose.

PASSENGER CARS AND POPULAR TRUCKS

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv

OLDSMOBILE—Cont'd

1951	98-V8 Cyl.	Fan Gen. V-71	1½ x9½	RC503	CH1618	RC509
1950	88-V8 Cyl.	Fan Gen. V-71	1½ x8½	RC503	CH1625	RC509
1950	98-V8 Cyl.	Fan Gen. V-50	1½ x7¾	RC502	CH1618	RC509
1950-49	All 6 Cyl. Models.	Fan Gen. V-152	1½ x8½	RC503	CH1663	RC510
1949L	88-V8 Cyl.	Fan Gen. V-71	1½ x9½	RC503	CH1625	RC509
1949L	98-V8 Cyl.	Fan Gen. V-50	1½ x11¾	RC524	CH1618	RC510
E1949	88-V8 Cyl.	Fan Gen. V-79	1½ x9½	RC503	CH1625	RC509
E1949	98-V8 Cyl.	Fan Gen. V-50	1½ x11¾	RC524	CH1618	RC510
1948	{6 Cyl. Models.}	With Hydra-Matic Trans. V-175	1½ x9	RC503	CH1663	RC510
1948	{8 Cyl. Models.}	With Synchro-Mesh Trans. V-151	1½ x8	RC502		
1948	98 Futuramic-8 Cyl.	V-152	CH1342	RC524	CH1663	RC510
1947-42	All 6 Cyl. Models.	V-175	1½ x8	RC502	CH1625	RC510
1947-42	All 8 Cyl. Models.	V-175	1½ x8	RC502	CH1663	RC510
1941	All Models.	V-175	1½ x10½	RC503	CH1625	RC509
1940	All 8 Cyl. Models.	V-175	1½ x7	RC502	CH1579	RC510
1940-39	All 6 Cyl. Models.	V-175	1½ x8½	RC502	CH1340	RC509
1939	All 8 Cyl. Models.	V-175	1½ x8	RC502	CH1563	RC511
1938-37	All Models.	V-175	1½ x8¾	RC503	CH1338	RC508
1936-35	All 6 Cyl. Models.	V-175	1½ x10¾	RC503		RC503
1936-35	All 8 Cyl. Models.	V-126	1½ x9	RC503	CH1340	RC509

PACKARD

1955	All Models with Ultramatic	Fan St. Pump V-55	CH1811	RC509	{1¼ x3¼ ⑤ 1¼ x5¾ ⑥}	RC507 ⑥
1955	Models without Ultramatic	Fan St. Pump V-55	CH1811	RC509		RC511
1954-51	All Models with Ultramatic (See Note #1)	Fan St. Pump V-49	③CH1798	RC509	{④CH1798 1¼ x3¼}	RC517(A)
1954-51	All Models w/o Ultramatic (See Note #1)	Fan St. Pump V-49	③CH1798	RC509	CH1798	RC511
1950-48	135 H.P., 150 H.P.-8 Cyl. (except 2302, 2332-150 H.P. Super-8 Cyl.)	V-122	CH1340	RC509	(2)1¼ x3¾	
1950-48	2302, 2332-150 H.P. Super-8 Cyl.	V-16	CH1340	RC509	(2)1¼ x3¾	RC512
1950-48	160 H.P. Custom-8 Cyl.	V-165	CH1627	RC509	(2)1¼ x3¾	
1950-48	All 6 Cyl. Models.	V-122(N)	CH1625	RC509	(2)1¼ x3¾	RC511
1947-42	"110"-6 Cyl.	V-122	CH1625	RC509	(2)1¼ x3¾	
1947-42	"120"-8 Cyl.	V-122	CH1625	RC509	{1¼ x3¾ 1¼ x3}	
1947-42	All Super 8 Cyl. (except 2126-7 Pass.)	V-165	CH1627	RC509	(2)1¼ x3¾	RC511
1941	1900 "110"-6 Cyl.; 1901, 1901A "120"-8 Cyl.	V-122	CH1625	RC510	(2)1¼ x3	RC510
1941	All Super 8 Cyl. Models.	V-165	CH1627	RC509	(2)1¼ x3½	RC511
1940-38	"110"-6 Cyl., "120"-8 Cyl.	V-122	1¼ x7¾	RC517	(2)1¼ x3	RC510

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv

PACKARD—Cont'd

1940	All Super 8 Cyl. Models.	V-165	1¼ x7	RC517	(2)1¼ x3	RC511
1939	All Super 8 Cyl. Models.	V-164	1¼ x6	RC507	2x4¾	
1938	All Super 8 Cyl. Models.	V-164	1¼ x9½	RC508	1¼ x9	RC517
1937	115C-6 Cyl., 120C & 138-8 Cyl.	V-78	1½ x10¾	RC503	(2)1½ x3	RC503
1937	All Super 8 Cyl. Models.	V-164	1¼ x7½	RC517	{1¼ x5¾ 1¼ x2¾}	RC507
1936-35	All 8 Cyl. (except 120 Series).	▲V-72	1¼ x6¾	RC507	1¼ x6½	RC507
1936-35	120 Series-8 Cyl. Models.	V-78	1½ x10¾	RC503	(2)1½ x3	RC503

PLYMOUTH

1955	{6 Cyl. Models.}	{with Standard Steering V-183 with Power Steering V-180}	CH1853	RC511	CH1911	RC506
1955	{V8 Cyl. Models.}	{with Standard Steering V-193 with Power Steering V-50}	CH1905	RC510	CH1912	RC524
1954-53	All Models	{with Standard Steering V-29 with Power Steering V-180}	CH1853	RC511	CH1502	RC505
1952-51	{All Models (Cut 1" from long leg of CH1502)}	V-97	CH1811	RC509	CH1502	RC505
1950L	All Models	V-97	CH1811	RC509	CH1502	RC505
E1950-49	All Models	V-122	{CH1743 1¼ x1½}	RC509	†CH1502	RC505
1948-46	P15S DeLuxe.	V-122	1¼ x8½	RC517	†CH1502■	RC505
1948-46	P15C Special DeLuxe.	V-122	{1¼ x7¼ 1¼ x1½}	RC517	†CH1502■	RC504
1942	P14, P14S DeLuxe.	V-122	1¼ x9½	RC508	†CH1502■	RC504
1942	P14, P14C Special DeLuxe.	V-122	{1¼ x6¾ 1¼ x1½}	RC517	†CH1502■	RC505
1941	P12 Special DeLuxe.	V-122	1¼ x8¼	RC517		
1941	P11, P11 DeLuxe.	V-122	1¼ x9½	RC508	†CH1502■	RC505
1940	P10 DeLuxe.	V-122	{1¼ x7½ 1¼ x1¼}	RC517		
1940-39	P7, P9-Road King.	V-122	1¼ x8¾	RC517		
1939	P8 DeLuxe.	V-122	{1¼ x6 1¼ x1¼}	RC507	†CH1502	RC505
1938	P6 DeLuxe.	V-122	{1¼ x7 1¼ x1¼}	RC517	†CH1502■	RC505
1938-37	P3, P5 Standard.	V-122	1¼ x8¾	RC517	†CH1502■	RC505
1937	P4 DeLuxe.	V-122	1¼ x7	RC517	†CH1502■	RC505
1936	P2 DeLuxe.	V-122	{1¼ x8 1¼ x1¼}	RC517	{1½ x3½ 1½ x5½}	RC505
1936	P1 Standard.	V-122	1¼ x9	RC517	{1½ x3½ 1½ x5½}	RC505
1935	PJ DeLuxe.	V-122	1¼ x7	RC517	{1½ x3¾ 1½ x5¾}	RC505
1935	PJ Business Standard.	V-122	1¼ x8¾	RC517	{1½ x3¾ 1½ x5¾}	RC505

E-Early. L-Late. ▲Dual Drive, order in Matched Sets. †By-Pass.
Note #1 {Cut CH1798 at figure #8: (A) Oil cooler tank to radiator.
③Upper—Use long end of CH1798.
④Lower—Use short end of CH1798.

†Replaces metal elbow and two pieces of hose formerly used. ■Cut ¾" from long leg of CH1502.
(N) Taxicabs use belt V-16. ⑤Water pump to oil cooler hose. ⑥Oil cooler to radiator hose.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
PONTIAC							
1955	{ All Models (Cut 2¾" from long leg and 1½" from short leg of CH1746) }	{ Fan..... V-29 St. Pump V-192 }	{ CH1746 1½(2)1½x3½ }	RC509	CH1914	RC526	
1954	{ 6 Cyl. Models With Rotor Type Steer. Pump }	{ Fan V-58 St. Pump V-56 }	CH1663	RC509	CH1563	RC511	
1954	{ 8 Cyl. Models With Rotor Type Steer. Pump }	{ Fan V-58 St. Pump V-56 }	CH1566	RC508	CH1579	RC510	
1953	{ All 6 Cyl. Models }	{ Fan..... V-58 St. Pump V-56 }	CH1663	RC509	CH1563	RC511	
1953	{ All 8 Cyl. Models (Cut 2" from long leg and ¼" from short leg of CH1563) }	{ Fan..... V-58 St. Pump V-56 }	CH1566	RC508	CH1563	RC510	
1952-49	All 6 Cyl. Models.....	V-58	CH1663	RC509	CH1563	RC511	
1952-49	All 8 Cyl. Models.....	V-58	CH1566	RC508	CH1579	RC510	
1948-41	All 6 Cyl. Models.....	V-151	CH1618	RC510	CH1620	RC505	
1948-41	All 8 Cyl. Models.....	V-151	CH1619	RC508	CH1565	RC504	
1940-39	All 6 Cyl. Models.....	V-151	CH1566	RC508		RC504	
1940-39	All 8 Cyl. Models.....	V-151	CH1566	RC508	CH1565	RC504	
1938-37	All Models.....	V-151	1¾x9½	RC508		RC503	
1936-35	All Models.....	V-152		RC503	1½x7¼	RC502	
STUDEBAKER							
1955-54	{ 6 Cyl. Standard Models (except Coupe and Hard Top) }	{ Fan..... V-32 St. Pump V-56 }	CH1857		CH1858		
1955-54	{ 6 Cyl. Sport Models (Coupe and Hard Top) }	{ Fan..... V-32 St. Pump V-56 }	CH1859		CH1860		
1955	{ Commander V8 Cyl. Standard Models (except Coupe and Hard Top): After Engine No. V316813 }	{ Fan..... V-55 St. Pump V-12 }	CH1861		CH1862		
	{ Before Engine No. V316813 }	{ Fan..... V-76 St. Pump V-12 }	CH1861		CH1862		
1955	{ Commander V8 Cyl. Sport Models (Coupe and Hard Top): After Engine No. V316813 }	{ Fan..... V-55 St. Pump V-12 }	CH1863		CH1864		
	{ Before Engine No. V316813 }	{ Fan..... V-76 St. Pump V-12 }	CH1863		CH1864		
1955	{ President V8 Cyl. Stand. Models (except Coupe and Hard Top) }	{ Fan..... V-55 St. Pump V-12 }	CH1861		CH1862		
1955	{ President V8 Cyl. Sport Models (Coupe and Hard Top) }	{ Fan..... V-55 St. Pump V-12 }	CH1863		CH1864		

E-Early. L-Late. ‡By-Pass.

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE		
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv	
STUDEBAKER—Cont'd							
1954-53	V8 Cyl. (except Coupe and Hard Top Models)	Fan V-76 St. Pump V-12	CH1861			CH1862	
1954-53	V8 Cyl. Coupe and Hard Top Models	Fan V-76 St. Pump V-12	CH1863			CH1864	
1953	6 Cyl. (except Coupe and Hard Top Models)	Fan V-70 St. Pump V-56	CH1857			CH1858	
1953	6 Cyl. Coupe and Hard Top Models	Fan V-70 St. Pump V-56	CH1859			CH1860	
1952-51	Champion-6 Cyl.	V-70	CH1799	RC501		CH1607	RC505
1952-51	All V8 Cyl. Models	V-76	CH1800	RC501		CH1801	
1950-47	Champion-6 Cyl.	V-70	1¼x7¼	RC500		CH1607	RC504
1950	Commander & Land Cruiser-6 Cyl.	V-2134	CH1773			CH1772	
	Commander & Land Cruiser-6 Cyl. (After Ser. No. 4,240,321):						
1949-47L	UPPER—Cut 1¼" from long leg of CH1610	V-2134	CH1610			CH1772	RC515
	LOWER—Cut 1" from long leg of CH1772						
	Commander & Land Cruiser-6 Cyl. (Before Ser. No. 4,240,321):						
E1947	UPPER—Cut 1¼" from long leg of CH1610	V-2134	CH1610			CH1772	
	LOWER—Cut 1" from both ends of CH1772						
1946-41	Champion-6 Cyl.	V-2	1¼x8¾	RC500		CH1607	RC504
1942-41	Commander-6 Cyl.	V-116				CH1772	RC515
1942-41	President-8 Cyl.	V-116	CH1610			CH1772	RC515
1940-39	Champion-6 Cyl.	V-2	1¼x9	RC500		CH1553	RC504
1940-39	Commander-6 Cyl.	V-116	1¼x11½			CH1772	RC515
	President-8 Cyl.						
1938	Commander-6 Cyl.	V-116	1¼x10¼	RC516	{ 2x3 2x11¼ }		RC515
1938	Dictator-6 Cyl.						
1938	President-8 Cyl.	V-116	1¼x12¼		{ 2x3 2x11 }		RC515
1937	Dictator-6 Cyl.	V-116	1¼x10¼	RC516	{ 2x3 2x8 }		
1937-36	President-8 Cyl.	V-15	{ 2⅝x11½ 1½x2½ }			(2) 1¾x3½	
1936	Dictator-6 Cyl.	V-116	{ 2⅝x7½ 1½x3⅝ }	RC513		{ 2x3¼ 2x5 }	
STUDEBAKER TRUCK							
1955	E5, E10, E15 Series: With Standard Radiator Core	V-2	1¼x9½	RC516		{ 1½x2½ 1½x3½ }	RC506
	With Heavy Duty Radiator Core	V-2	1¼x12¾				
1955	E6, E11, E14, E16, E17 Series	V-94	1¼x11				(2) RC513
1955	E7, E12, E13, E28, E38 Series	V-193		RC516			
	3R5, 3R10, 3R15 Series:						
1954	With Standard Radiator Core	V-2	1¼x9½	RC516		{ 1½x2½ 1½x3½ }	RC505
	With Heavy Duty Radiator Core	V-2	1¼x12¾				

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
WILLYS—Cont'd						
1954	All 6 Cyl. "F" Head Models (except 6 Cyl. Station Wagons).....	5L370	CH1540	RC503	CH1788	RC504
1954	6-85 "F" Head 6 Cyl. Station Wagon (Cut 1" from long leg and ½" from short leg of CH1788).....	5L370	.....	RC504	CH1788	RC504
1954	All 6 Cyl. "L" Head Models.....	V-104	.....	RC504	CH1532	RC504
1953	6-85 "F" Head Ace, Wing & Eagle-6 Cyl. Passenger Cars.....	5L370	CH1540	RC503	CH1788	RC504
1953	6-75 "L" Head Falcon & Lark-6 Cyl. Pass. Cars (Cut 1½" from short leg and ¾" from long leg of CH1532).....	5L370	CH1532	RC524	CH1788	RC504
1953	4 Cyl. Station Wagon & Sedan Del....	V-136	CH1866	RC505	CH1867	RC506
1953	6 Cyl. Station Wagon (Cut 1" from long leg and ½" from short leg of CH1788).....	5L370	.....	RC504	CH1788	RC504
1952	All 6 Cyl. Passenger Models (Cut ½" from one end of CH1540).....	5L370	CH1540	RC503	CH1788	RC504
1952-51	All 6 Cyl. (Except Passenger Cars) (Cut 1" from long leg and ½" from short leg of CH1788).....	5L370	CH1866	RC505	CH1788	RC504
1952-51	All 4 Cyl. Models.....	V-136	CH1866	RC505	CH1867	RC506
1950	4-73 "F" Head-4 Cyl.: Station Wagon Sedan Delivery.... VJ-Jeepster, HT ½ ton truck.... 4WD (4x4) 1 ton truck.....	V-136	CH1866	RC505	CH1867	RC506
1950	6-73 "L" Head-6 Cyl. (NEW Style Rad.) (Cut 1" from long leg and ½" from short leg of CH1788): SW-Station Wagon..... VJ-Jeepster.....	5L370	CH1866	RC504	CH1788	RC504
1950-49	6-63, 6-73 "L" Head-6 Cyl. (OLD) Style Rad.) VJ-Jeepster.....	5L370	CH1350	RC503	CH1553	RC504
1950-47	6-63 "L" Head-6 Cyl. Jeep Station Wagon (Cut ½" from long leg of CH1350).....	5L370	CH1350	RC503	CH1553	RC504
1950-49	4-63 "L" Head-4 Cyl. VJ-3 Jeepster..	V-136	{(2)1½x4½ or 1½x16¼}	RC505	CH1543	RC505
1950-49L	CJ-3A Universal Jeep-4 Cyl. (SIDE Mounted Rad.) (After Serial No. 31374).....	V-136 4L480	.....	RC505	CH1867	RC506
1950-49	4-63 "L" Head-4 Cyl. Station Wagon.	V-136	.....	RC505	CH1867	RC506
1950-48L	4-63 "L" Head-4 Cyl. (SIDE Mounted Radiator) Station Wagon Sedan Delivery (After Ser. No. 49035)...	V-136	{(2)1½x4¾ or 1½x16¼}	RC505	CH1543	RC505
1949	4-63 "L" Head-4 Cyl. VJ-2 Jeepster..	V-136	.....	RC505	CH1543	RC505
1949-45	CJ-2A, CJ-3A Universal Jeep-4 Cyl. (BOTTOM Mounted Radiator): Standard Gen..... High Charging Auto-Lite Gen..... Governor.....	V-136 V-2014 4L480	1½x12¼ (P)	RC504	CH1553	RC504

WILLYS

1955	{ 6-226, Passenger Cars-6 Cyl. (Cut $1\frac{1}{4}$ " from long leg of CH1532) ... 6 Cyl. Models (except Passenger Cars (Cut 1" from long leg and $\frac{1}{2}$ " from short leg of CH1788)..... }	V-104	.....	RC504	CH1532	RC504
1955		5L370	.....	RC504	CH1788	RC504
1955	CJ-5 Jeep-4 Cyl.: UPPER—Cut $1\frac{1}{4}$ " from short leg of CH1709..... LOWER—Cut 3" from long leg of CH1867.....	{ Fan V-136 Gov. 4L480 }	CH1709	RC503	CH1867	RC505
1955-54	All 4 Cyls. (except Jeep Models) ...	V-136	CH1866	RC505	CH1867	RC506
1955-51	Universal Jeep-4 Cyl. Models. {	V-136	CH1866	RC505	.....	RC506.
		Gov. 4L480				

MAKE & YEAR	MODEL	BELT NO.	UPPER HOSE		LOWER HOSE	
			Str. or Curved	Redi-Curv	Str. or Curved	Redi-Curv
WILLYS—Cont'd						
E1949-46	4-63 "L" Head-4 Cyl. (BOTTOM Mounted Radiator): 2WD Pick-up... 4WD Stake Body	{Fan V-136 Gov. 4L480}	1½x12¼ (P)	RC504	†CH1553	RC504
E1948-46	4-63 "L" Head-4 Cyl. (BOTTOM Mounted Radiator) Station Wagon Sedan Delivery (Before Ser. No. 49035)	V-136	(2) 1½x3	RC503	†CH1553	RC504
1943-42	MB Military Jeep-4 Cyl. (4x4)	V-2014	1½x12¼	RC504	CH1553	RC504
1942-41	Americar-4 Cyl.	V-136	1½x10½	RC503	{1½x2½ 1½x6¾}	RC504
WILLYS—Cont'd						
1940	"440"-4 Cyl.	V-136	1½x10	RC503	{1½x2½ 1½x4¾}	RC504
1939	{ "39" Overland-4 Cyl. "48"-4 Cyl. }	V-136	1½x10½	RC503	{1½x2½ 1½x5 }	RC504
1938	"38"-4 Cyl.	V-136	1½x11	RC503	{1½x2½ 1½x5 }	RC504
1938	Half Tonner-C.O.E.	V-136	1½x11	RC503	{1½x3 1½x5 }	RC504
1937	"37"-4 Cyl.	V-136	1½x11½	RC524	{1½x2½ 1½x4½ }	RC504
1936-35	"77", "77B"-4 Cyl.	V-136	1½x10¾	RC503	{1½x2½ 1½x5¼ }	RC504

E-Early. †Replaces metal elbow and two pieces of hose formerly used. (P) Some models have 2 pcs. 1½" x 4½".

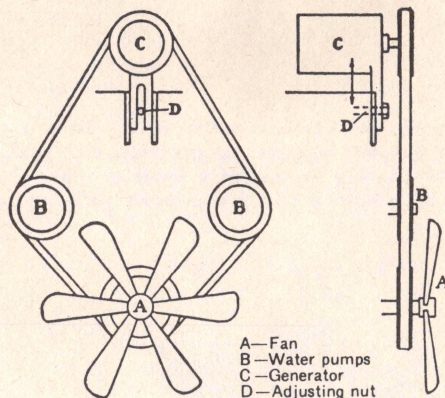
ALPHABETICAL INSTALLATION KEY LISTING

MAKE & YEAR	DRIVE	CHART NO.	MAKE & YEAR	DRIVE	CHART NO.	MAKE & YEAR	DRIVE	CHART NO.
BUICK—All Models			FORD—8 Cyl.—Cont'd			NASH—Rambler		
1955-36	Fan & Gen.	3	1954	Steering Pump	12	1955-50	Fan & Gen.	13
1955-52	Steering Pump	12	1953-50	Fan, Gen. & W.P.	11	NASH—Ambassador & Statesman—6 Cyl.		
CADILLAC—All Models			1949-42	Fan, Gen. & W.P.	6	1955-53	Steering Pump	12
1955-49	Fan & Gen.	5	1941-40	Fan, Gen. & W.P.	1	1955-52	Fan & Gen.	13
1955-52	Steering Pump	12	1939-32	Fan, Gen. & W.P.	2	1951-34	Fan & Gen.	7
1948-37	Fan, Gen. & W.P.	8	FRAZER—All Models			NASH—Statesman—8 Cyl.		
CHEVROLET—All Models			1951-47	Fan & Gen.	3	1955	Fan & Gen.	5
1955-33	Fan & Gen.	3	HENRY J.—All Models			1955	Steering Pump	12
1955	Steering Pump	3	1954-51	Fan & Gen.	3	OLDSMOBILE—6 Cyl.		
1954-53	Steering Pump	12	HUDSON—All Models (Except Rambler)			1950-48	Fan & Gen.	3
CHRYSLER—6 Cyl.			1955-54	Steering Pump	12	OLDSMOBILE—8 Cyl.		
1954-34	Fan & Gen.	3	1955-32	Fan & Gen.	3	1955-52	Fan & Gen.	5
CHRYSLER—8 Cyl.			HUDSON—Rambler			1955-52	Steering Pump	12
1955-51	Fan, Idler & Gen.	4	1955	Fan & Gen.	13	1951-49	Fan, Idler & Gen.	4
1950-34	Fan & Gen.	3	KAISER—All Models			1948-31	Fan & Gen.	3
DE SOTO—6 Cyl.			1955-47	Fan & Gen.	3	PACKARD—All Models		
1954-34	Fan & Gen.	3	LA SALLE—All Models			1955	Fan & Gen.	5
DE SOTO—8 Cyl.			1940-37	Fan, Gen. & W.P.	8	1955-52	Steering Pump	12
1955-52	Fan, Idler & Gen.	4	LINCOLN—With Hydramatic Drive			1954-35	Fan & Gen.	3
DODGE—6 Cyl.			1955-53	Steering Pump	12	PLYMOUTH—6 Cyl.		
1955-33	Fan & Gen.	3	1955-52	Fan & Gen.	3	1955-31	Fan & Gen.	3
DODGE—8 Cyl.			1951-49L	Fan, Gen. & W.P.	11	PLYMOUTH—8 Cyl.		
1955 (Stand. Steer.)	Fan & Gen.	3	LINCOLN—Without Hydramatic Drive			1955 (Stand. Steer.)	Fan & Gen.	3
1955 (Power Steer.)	Fan, Idler & Gen.	4	E1949	Fan, Gen. & W.P.	6	1955 (Power Steer.)	Fan, Idler & Gen.	4
FORD—6 Cyl.			1948-36	Fan, Gen. & W.P.	1	PONTIAC—All Models		
1955-54	Fan & Gen.	3	MERCURY—All Models			1955-53	Steering Pump	12
1954	Steering Pump	12	1955-54	Fan & Gen.	3	1955-33	Fan & Gen.	3
1953-47L	Fan & Gen.	9	1955-53	Steering Pump	12	STUDEBAKER—All Models		
E1947-41	Fan, Gen. & W.P.	10	1953-50	Fan, Gen. & W.P.	11	1955-53	Steering Pump	12
FORD—8 Cyl.			1949-42	Fan, Gen. & W.P.	6	1955-34	Fan & Gen.	3
1955-54	Fan & Gen.	3	1941-39	Fan, Gen. & W.P.	1	WILLYS—All Models		
NASH—Metropolitan			NASH—Metropolitan			1955-33	Fan & Gen.	3
E-Early	L-Late		1955-54	Fan & Gen.	3			

these simple diagrams make it easy to install any fan belt

See alphabetical key list on last page of chart

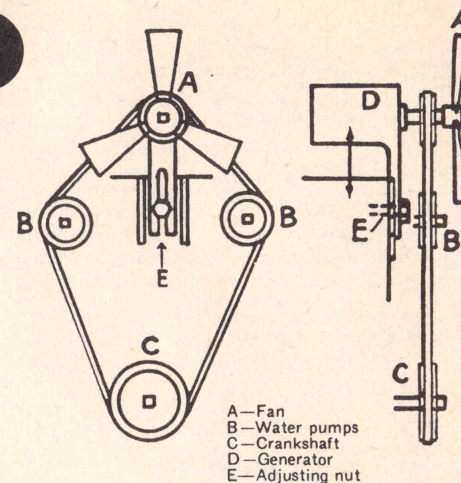
1



A—Fan
B—Water pumps
C—Generator
D—Adjusting nut

Fan is mounted on crankshaft. To adjust belt, loosen adjusting nut D which will allow the generator unit to be moved up or down. When proper tension is obtained, tighten the adjusting nut.

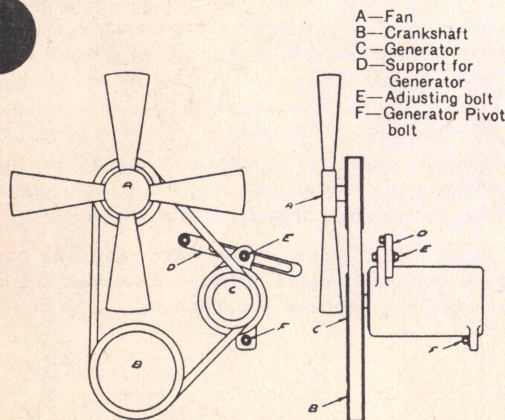
2



A—Fan
B—Water pumps
C—Crankshaft
D—Generator
E—Adjusting nut

Fan is mounted on generator shaft. To adjust belt, loosen adjusting nut E which will allow entire generator unit to be raised or lowered. When proper tension is obtained, secure in position by tightening adjusting nut E.

3

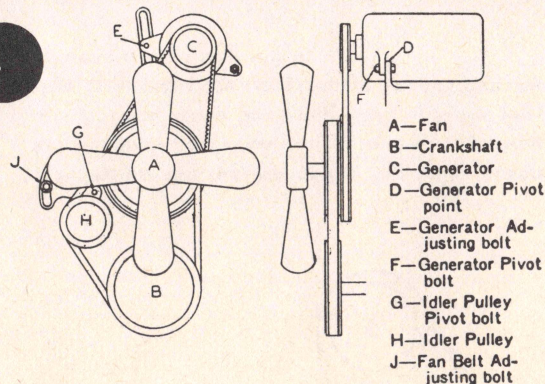


A—Fan
B—Crankshaft
C—Generator
D—Support for Generator
E—Adjusting bolt
F—Generator Pivot bolt

First, loosen generator pivot bolt F.

To adjust tension of fan belt, loosen bolt E which holds generator unit C to supporting arm D. Move generator to right or left until tension is satisfactory, and secure in position by tightening bolts E and F.

4

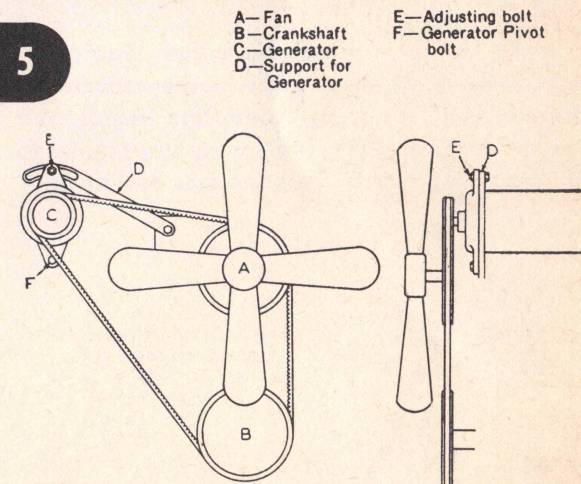


A—Fan
B—Crankshaft
C—Generator
D—Generator Pivot point
E—Generator Adjusting bolt
F—Generator Pivot bolt
G—Idler Pulley Pivot bolt
H—Idler Pulley
J—Fan Belt Adjusting bolt

To adjust Fan Belt, loosen idler pulley pivot bolt G. To adjust tension, loosen bolt J which holds idler adjusting pulley H. Move idler pulley to right or left until tension is satisfactory, and secure in position by tightening bolts J and G.

To adjust Generator Belt, loosen generator bolt F. To adjust belt tension, loosen bolt E which holds generator unit C. Move generator up or down until tension is satisfactory, and secure in position by tightening bolts E and F.

5



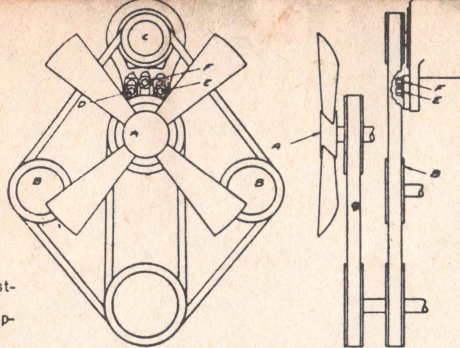
A—Fan
B—Crankshaft
C—Generator
D—Support for Generator
E—Adjusting bolt
F—Generator Pivot bolt

First, loosen generator pivot bolt F.

To adjust tension of fan belt, loosen bolt E which holds generator unit C to supporting arm D. Move generator to right or left until tension is satisfactory, and secure in position by tightening bolts E and F.

6

- A — Fan
- B — Water pumps
- C — Generator
- D and E — Adjusting nuts
- F — Generator Support nut

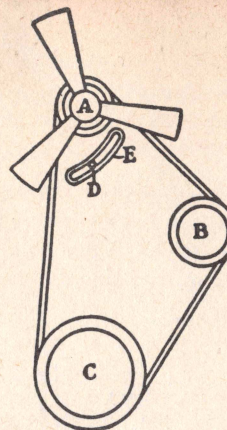


Fan A is mounted on a separate bracket attached to the generator support bracket. Both the generator and fan belts must be adjusted at the same time.

To adjust tension of fan belt, loosen two nuts D and E which hold the fan shaft bracket to the generator bracket. Loosen generator support nut F and move the generator assembly C upward until generator belt has proper tension. Hold generator assembly C in position until generator support nut F has been tightened. After securing proper tension on generator belt, move fan assembly A upward in the slotted bracket on generator support. When proper tension is obtained, tighten nuts D and E.

7

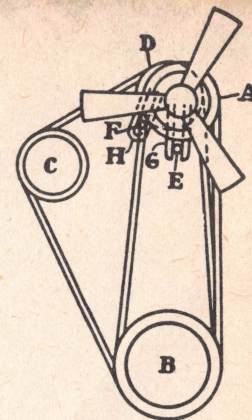
- A—Fan
- B—Generator
- C—Crankshaft
- D—Adjusting nut
- E—Fan Supporting Bracket



To adjust the tension of the fan belt, loosen nut D which holds fan unit A to the supporting arm E. Then move back and forth until the tension is satisfactory, and secure in position by tightening adjusting nut D.

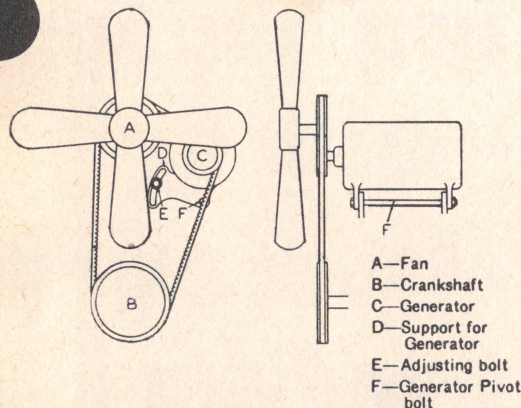
8

- A—Fan
- B—Crankshaft
- C—Water Pump
- D—Generator
- E—Adjusting Nut for Fan
- F—Adjusting Nut for Generator
- G—Fan Supporting Bracket
- H—Generator Supporting Bracket



There are two separate belts. To adjust one operating fan, loosen nut E, slide fan up or down and tighten nut again. To adjust one operating generator, loosen nut F, slide generator up or down and tighten nut again.

9

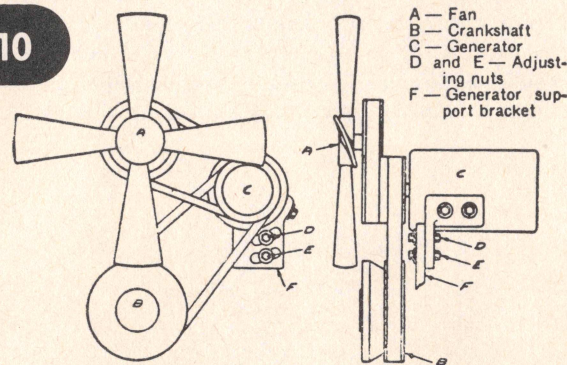


- A—Fan
- B—Crankshaft
- C—Generator
- D—Support for Generator
- E—Adjusting bolt
- F—Generator Pivot bolt

First, loosen generator pivot bolt F.

To adjust tension of fan belt, loosen bolt E which holds generator unit C to supporting arm D. Move generator to right or left until tension is satisfactory, and secure in position by tightening bolts E and F.

10

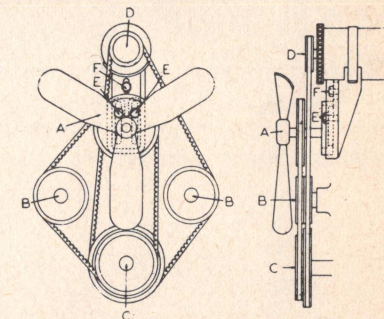


- A—Fan
- B—Crankshaft
- C—Generator
- D and E—Adjusting nuts
- F—Generator support bracket

The pulley on generator C is a double-sheave type driven by a belt from a pulley on the crankshaft B. Both belts are adjusted by moving generator to a position which puts equal tension on both belts.

To adjust belts, loosen bolts D and E holding generator support to cylinder block. Holes in the generator support bracket F are elongated so that generator C can be moved in any direction necessary to secure desired tension on the belt. Tighten both generator support bolts when proper tension is obtained.

11



- A—Fan
- B—Water Pumps
- C—Crankshaft
- D—Generator
- E—Fan Support and Adjusting nuts
- F—Generator Support and Adjusting nut

Fan A is mounted on a separate bracket attached to the front of the generator support bracket. Both the generator and fan belts should be adjusted at the same time—but, fan belt may be adjusted independently.

To adjust the tension of the generator belt, loosen the generator support and adjusting nut F and the fan support and adjusting nuts E and move the generator assembly D upward until the generator belt has the proper tension. Hold the generator assembly D in position until the generator support and adjusting nut F has been tightened. After securing the proper tension on the generator belt, (Continued)

11
(Cont.)

move the fan assembly A upward on the generator support. When the proper tension is obtained on the fan belt, tighten the fan supporting and adjusting nuts F.

Note for independent adjustment of fan belt. To adjust the tension of the fan belt, loosen the fan support and adjusting nuts E and move the fan assembly A upward on the generator support. When the fan belt has the proper tension hold the fan assembly A in position and tighten fan support and adjusting nuts E.

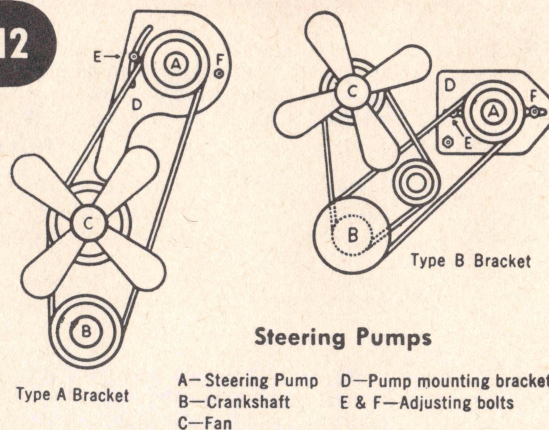
LINCOLN, 1951-49 (With Hydramatic)

Fan A and generator D are mounted on separate brackets, and adjust independently.

To adjust the tension of the generator belt, loosen the generator support and adjusting nut F and move the generator assembly D upward until the generator belt is at proper tension. Hold the generator assembly D in position until the generator support and adjusting nut F has been tightened.

To adjust the tension of the fan belt, loosen the fan support and adjusting nuts E and move the fan assembly A upward until the fan belt is at proper tension. Hold the fan assembly A in position until the fan assembly and adjusting nuts E have been tightened.

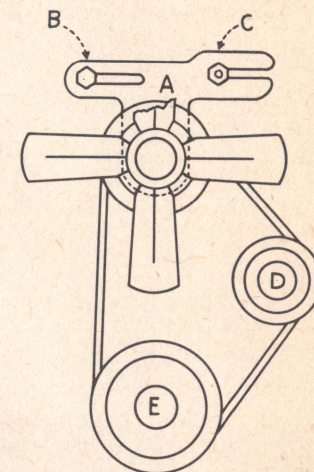
12



Steering Pumps

Power steering pump is mounted on special bracket D attached to motor. To adjust pump belt loosen bolts E and F which hold pump to mounting bracket. Move pump to left or right until tension is satisfactory, and secure in position by tightening bolts.

13



To adjust tension of fan belt, loosen bolts B and C which hold fan unit A to motor. Move unit A back and forth until tension is satisfactory, and secure in position by tightening bolt B and nut C.

ALPHABETICAL LISTING

Car Mat Recommendations • Passenger Cars & Trucks

YEAR	SERIES OR MODEL	CAR MAT NUMBER		
		FRONT	FRONT ALTERNATE	REAR

BUICK

1955-54	All Models	TM2010		
1953-51	40 Series	TM2703	TM2009	
1953-50	50, 70 Series	TM2702	TM2010	
1950	40 Series			
1949	All Models	TM2010		
1948-41	40, 60 Series	TM2701	TM2009	TM8
1948-40	50, 70 Series (Exc. Dynaflo)			
1940-39	40, 60 Series	TM2007		TM6
1940-34	80, 90 Series	TM6		TM7
1938-37	40, 60 Series			
1936-34	40 Series	TM6		TM6
1936-34	60 Series	TM7		TM6

CADILLAC

1955-50	All Models	TM2010		
1949-41	All Models	TM2009		
1940-36	All Models	TM2007		TM8

CHEVROLET PASSENGER

1954-53	All Models	TM2304	TM2009	
1952-49	All Models	TM2303	TM2009	
1948-40	All Models	TM2302	TM2007	
1939-37	All Models	TM2301	TM2007	TM6
1936	All Models	TM2007		TM6
1935	Master Models			

CHEVROLET TRUCK

1954-47	All Models (Exc. C.O.E.)	TM398	TM8	
1946-37	All Models (Exc. C.O.E.)	TM399	TM6	

CHRYSLER

1955	All Models	TM2010		
1954-53	All Models	TM3105	TM2009	
1952-49	All Models	TM3104	TM2009	
1948-42	All Models	TM3103	TM2007	
1941	All Models	TM3102	TM2007	TM8
1940-39	All Models (Exc. Convertible)	TM3101	TM2007	TM7
1938-35	All Models (Exc. Convertible)	TM2007		TM7

DE SOTO

1955	All Models	TM2010		
1954-53	All Models	TM3105	TM2009	
1952-49	All Models	TM3104	TM2009	
1948-42	All Models	TM3103	TM2007	
1941	All Models	TM3102	TM2007	TM8
1940-39	All Models (Exc. Convertible)	TM3101	TM2007	TM7
1938-35	All Models (Exc. Convertible)	TM2007		TM7

DODGE PASSENGER

1955	All Models	TM2010		
1954-53	All Models	TM3106	TM2010	
1952-49	All Models	TM3104	TM2009	
1948-42	All Models	TM3103	TM2007	
1941	All Models	TM3102	TM2007	TM8
1940-39	All Models (Exc. Convertible)	TM3101	TM2007	TM7
1938-35	All Models (Exc. Convertible)	TM2007		TM7

DODGE TRUCK

1953-48	All Models (Exc. C.O.E.)	TM8		
1953-40	All C.O.E. Models	TM2007		
1947-35	All Models (Exc. C.O.E.)	TM6		

FORD PASSENGER

1955-52	All Models	TM2105	TM2010	
1951	All Models	TM2104	TM2010	
1950-49	All Models	TM2103	TM2010	
1948-41	All Models	TM2200	TM2007	
1940-37	All Models	TM2102	TM2007	TM7
1936-33	All Models	TM2007		TM7

FORD TRUCK

1953-48	All Models (Exc. C.O.E.)	TM2198	TM2007	
1947-37	All Models (Exc. C.O.E.)	TM2199	TM2007	

FRAZER

1951	All Models	TM2010		
1950-46	All Models	TM2009		

G.M.C. TRUCK

1954-47	½ to 2 ton (Exc. C.O.E.)	TM398	TM8	
1954-36	Larger than 2 ton (Exc. C.O.E.)	TM8		
1946-37	½ to 2 ton (Exc. C.O.E.)	TM399	TM6	

HUDSON

1955	All Models (Exc. Rambler)	TM2010		
1954-46	All Models (Including Jets)	TM2009		
1942-35	All Models	TM2007		TM7

INTERNATIONAL TRUCK

1953-50	L110-L130, R110-R130 (Exc. C.O.E.)	TM2007		
1953-50	L150-L190, R150-R190 (Exc. C.O.E.)	TM7		
1949-34	C, D, K, KB Models (Exc. C.O.E.)	TM6		

KAISER

1954-51	All Models (Exc. Henry J)	TM2010		
1950-46	All Models	TM2009		

LA SALLE

1940-39	All Models	TM2007	TM8	
1938-35	All Models	TM6	TM6	

LINCOLN

1955-52	All Models	TM2010		
1951-49	All Models (Exc. Cosmopolitan)	TM2009		
1951-49	Cosmopolitan Models	TM2010		

MERCURY

1955	All Models	TM2010		
1954-52	All Models	TM2202	TM2010	
1951-49	All Models	TM2201	TM2009	
1948-41	All Models	TM2200	TM2007	
1940-39	All Models	TM2007		TM8

NASH

1955	All Models (Exc. Rambler)	TM2010		
1954-49	All Models	TM2009		
1948-40	All Models	TM2007		TM7
1939-35	All Models	TM6		TM7

OLDSMOBILE

1955-54	All Models	TM2010		
1953-52	All Models	TM2602	TM2009	
1951-49	88 Series			
1951-49	98 Series	TM2010		
1951-49	76 Series	TM2602	TM2009	
1948-41	60, 70 Series	TM2601	TM2009	
1947-40	90 Series			
1940	60, 70 Series	TM2007		TM6
1939	70, 80 Series			
1939	60 Series	TM6		TM6
1938-37	All Models			
1936-34	All Models	TM7		TM6

PACKARD

1955-51	All Models	TM2010		
1950-46	All Models	TM2009		
1941-35	110, 115, 120 Series	TM6		TM7
1940-35	160, 180 Series			

PLYMOUTH

1955	All Models	TM2010		
1954-53	All Models	TM3202	TM2009	
1952-49	All Models	TM3201	TM2009	
1948-42	All Models	TM3200	TM2007	
1941-39	All Models (Exc. Convertible)	TM3101	TM2007	TM7
1941-39	Convertible Models	TM7		TM6
1938-35	All Models (Exc. Convertible)	TM2007		TM6
1938-35	Convertible Models	TM6		TM6

PONTIAC

1955	All Models	TM2010		
1954-49	All Models	TM2405	TM2009	
1948-41	24, 26, 28, 29 Series	TM2404	TM2009	
1948-41	25, 27 Series	TM2403	TM2009	
1940-39	6 & 8 Cyl. DeLuxe Models	TM2007		TM8
1940-39	6 Cyl. Special Models	TM6		TM7
1938-35	All Models			

STUDEBAKER

1954-46	All Models	TM2009		
1942-38	All Models	TM2007		TM8
1937-34	All Models	TM7		TM6

WILLYS

1948-39	All Models	TM2007		TM6
1938-30	All Models	TM6		TM7

Use Alternate as indicated when fitted mat is not available.
 Station Wagon, Sedan Delivery, Pick-up and Taxicab models usually use the same front mat as the passenger car.
 For makes and models not listed above take measurements and use Universal mats (TM6, TM7, TM8, TM2007, TM2009, TM2010) as required.

SIZE LISTING • By Belt Number

NOTE: The dimensions shown are mold dimensions. Due to normal roundness of top corners, shrinkage and other factors actual caliper measurements of top widths will be approximately 1/32" less for 13/32" to 47/64", 1/16" less for 3/4" to 1-1/8" and 3/32" less for 1-3/16" to 1-3/8" top widths.

THERMOID BELT NO.	CIRCUMFERENCE O.C.	CIRCUMFERENCE I.C.	TOP WIDTH	INCLUDED ANGLE	THERMOID BELT NO.	CIRCUMFERENCE O.C.	CIRCUMFERENCE I.C.	TOP WIDTH	INCLUDED ANGLE	THERMOID BELT NO.	CIRCUMFERENCE O.C.	CIRCUMFERENCE I.C.	TOP WIDTH	INCLUDED ANGLE
V-1	42 ⁷ / ₈	39 ⁷ / ₈	1 ¹ / ₁₆	32°	V-59	24 ²¹ / ₃₂	21 ²¹ / ₃₂	4 ⁷ / ₆₄	42°	V-117	46 ¹ / ₈	43 ³ / ₈	2 ⁵ / ₃₂	42°
VH-1	42 ⁷ / ₈	39 ⁷ / ₈	1 ¹ / ₁₆	32°	V-61	31 ³ / ₁₆	28 ³ / ₁₆	2 ³ / ₃₂	32°	V-118	38 ²⁹ / ₃₂	35 ¹ / ₂	2 ⁹ / ₃₂	38°
V-2	38 ⁷ / ₁₆	35 ⁷ / ₁₆	1 ¹ / ₁₆	42°	V-62	57 ⁷ / ₈	54 ¹ / ₂	2 ⁹ / ₃₂	42°	VH-119	56 ¹³ / ₁₆	53 ¹³ / ₁₆	3 ¹ / ₄	32°
V-3	34 ¹ / ₈	31 ¹ / ₈	3 ¹ / ₄	42°	V-65	45 ³ / ₄	42 ⁹ / ₁₆	2 ³ / ₃₂	32°	V-121	59 ¹ / ₂	56 ³ / ₃₂	5 ⁷ / ₆₄	42°
V-5	43	39 ³ / ₈	1 ¹ / ₃₂	42°	V-66	31	28 ¹³ / ₁₆	2 ⁵ / ₃₂	42°	V-122	49 ¹ / ₂	47 ³¹ / ₃₂	4 ⁹ / ₆₄	42°
V-6	45 ⁵ / ₃₂	42 ⁵ / ₃₂	5 ³ / ₆₄	32°	V-67	40 ¹ / ₃₂	36 ²⁷ / ₃₂	2 ⁷ / ₃₂	42°	VH-122	49 ¹ / ₂	47 ³¹ / ₃₂	4 ⁹ / ₆₄	42°
V-8	34 ³ / ₄	31 ³ / ₄	5 ³ / ₆₄	38°	V-68	35 ³ / ₄	33	1 ¹ / ₁₆	42°	V-123	45 ³ / ₁₆	42 ³¹ / ₃₂	1 ³ / ₃₂	40°
V-9	28 ¹⁹ / ₃₂	25 ¹⁹ / ₃₂	5 ³ / ₆₄	38°	V-69	78 ⁹ / ₁₆	74 ¹ / ₈	1 ⁵ / ₁₆	40°	VH-123	45 ³ / ₁₆	42 ³¹ / ₃₂	1 ³ / ₃₂	40°
V-10	35 ¹ / ₈	32 ³ / ₈	5 ³ / ₆₄	38°	V-70	40 ³ / ₈	37 ³ / ₈	2 ³ / ₃₂	42°	V-125	39 ²¹ / ₃₂	36 ²¹ / ₃₂	1 ¹ / ₁₆	32°
V-12	52 ¹ / ₄	50 ¹ / ₃₂	1 ³ / ₃₂	40°	V-71	39 ⁷ / ₃₂	37 ¹ / ₃₂	1 ³ / ₃₂	40°	V-126	53 ⁷ / ₃₂	50 ⁷ / ₃₂	1 ³ / ₁₆	32°
V-14	45 ¹ / ₈	41 ¹ / ₄	2 ⁹ / ₃₂	42°	VH-71	39 ⁷ / ₃₂	37 ¹ / ₃₂	1 ³ / ₃₂	40°	V-128	43 ¹ / ₈	40 ¹ / ₂	3 ¹ / ₃₂	42°
V-15	49 ¹ / ₁₆	46 ³ / ₃₂	2 ⁷ / ₃₂	38°	V-72	39 ¹ / ₄	36 ¹ / ₈	1 ¹ / ₂	48°	V-130	56 ¹ / ₂	53 ¹ / ₄	2 ³ / ₃₂	32°
V-16	50 ¹ / ₁₆	47 ¹ / ₁₆	1 ³ / ₁₆	42°	V-73	46 ¹ / ₈	43 ¹⁵ / ₁₆	1 ³ / ₃₂	40°	V-132	64 ¹ / ₄	61 ⁵ / ₃₂	4 ⁹ / ₆₄	40°
V-18	32 ³ / ₁₆	29 ³ / ₁₆	4 ⁷ / ₆₄	32°	V-74	42 ³ / ₄	40 ⁹ / ₁₆	1 ³ / ₃₂	40°	VH-133	41 ³ / ₁₆	38 ³ / ₁₆	4 ⁵ / ₆₄	42°
V-19	51 ¹ / ₄	47 ¹ / ₈	3 ¹ / ₃₂	42°	V-75	36 ¹⁹ / ₃₂	34	2 ³ / ₃₂	38°	V-135	44 ²¹ / ₃₂	41 ¹¹ / ₁₆	1 ¹ / ₁₆	32°
V-21	52 ¹¹ / ₁₆	49 ¹¹ / ₁₆	5 ⁵ / ₆₄	42°	V-76	56 ³ / ₁₆	54 ¹ / ₁₆	1 ³ / ₃₂	38°	VH-135	44 ²¹ / ₃₂	41 ¹¹ / ₁₆	1 ¹ / ₁₆	32°
V-22	45 ¹³ / ₁₆	42 ¹³ / ₁₆	2 ⁵ / ₃₂	42°	V-78	45 ¹ / ₃₂	42 ¹ / ₃₂	2 ⁵ / ₃₂	42°	V-136	42 ²³ / ₃₂	39 ²³ / ₃₂	1 ¹ / ₁₆	42°
V-23	60 ¹ / ₄	56 ¹⁹ / ₃₂	1 ⁹ / ₃₂	42°	V-79	40 ¹ / ₂	37 ¹ / ₂	2 ⁵ / ₃₂	42°	V-137	58 ¹ / ₄	55 ¹ / ₄	2 ³ / ₃₂	32°
V-24	65	60 ¹³ / ₁₆	1 ⁹ / ₃₂	42°	VH-80	54 ¹ / ₄	52 ¹ / ₃₂	1 ³ / ₃₂	40°	V-142	60 ³ / ₁₆	56 ¹³ / ₁₆	1 ⁵ / ₆₄	42°
V-25	62 ¹ / ₂	58 ¹¹ / ₃₂	1 ⁹ / ₃₂	42°	VH-81	59	56 ²⁵ / ₃₂	1 ³ / ₃₂	40°	V-143	52 ³ / ₄	50	1 ¹ / ₁₆	42°
V-28	64	61 ²⁵ / ₃₂	1 ³ / ₃₂	40°	VH-83	42 ¹ / ₁₆	39 ¹ / ₁₆	3 ¹ / ₄	32°	V-144	46 ¹³ / ₁₆	43 ¹³ / ₁₆	1 ¹ / ₁₆	32°
V-29	51	48 ²⁵ / ₃₂	1 ³ / ₃₂	40°	VH-84	48	45 ²⁵ / ₃₂	1 ³ / ₃₂	40°	V-145	61 ⁵ / ₃₂	57 ²⁵ / ₃₂	1 ⁵ / ₆₄	42°
VH-29	51	48 ²⁵ / ₃₂	1 ³ / ₃₂	40°	V-88	41 ⁷ / ₈	38 ²¹ / ₃₂	2 ³ / ₃₂	42°	V-146	68 ¹³ / ₃₂	64 ¹⁷ / ₃₂	1 ¹ / ₁₆	42°
V-30	37 ¹ / ₄	34 ¹ / ₄	1 ¹ / ₁₆	32°	V-89	41 ³ / ₃₂	37 ¹¹ / ₁₆	1 ⁵ / ₁₆	42°	V-147	64 ³ / ₃₂	60 ¹ / ₃₂	1 ¹ / ₁₆	42°
V-31	53 ³ / ₈	51 ¹¹ / ₁₆	1 ³ / ₃₂	40°	V-90	41 ¹ / ₂	39 ⁹ / ₃₂	1 ³ / ₃₂	40°	V-148	50 ³ / ₈	47 ³ / ₈	3 ¹ / ₄	42°
V-32	40 ¹ / ₈	37 ²⁹ / ₃₂	1 ³ / ₃₂	40°	V-91	51 ³ / ₈	49 ¹³ / ₃₂	1 ³ / ₃₂	40°	V-149	55 ²⁹ / ₃₂	52 ¹ / ₈	1 ³ / ₆₄	42°
V-33	40 ²⁹ / ₃₂	38 ³ / ₃₂	5 ¹ / ₆₄	46°	V-92	38 ²¹ / ₃₂	35 ¹ / ₄	5 ¹ / ₆₄	42°	V-150	58 ²⁹ / ₃₂	55 ¹ / ₈	1 ⁵ / ₆₄	42°
V-34	43 ¹ / ₂	41 ⁹ / ₃₂	1 ³ / ₃₂	42°	V-93	43 ³ / ₈	40 ³ / ₈	2 ³ / ₃₂	42°	V-151	48 ¹⁵ / ₃₂	45 ¹⁵ / ₃₂	2 ⁵ / ₃₂	32°
VH-34	43 ¹ / ₂	41 ⁹ / ₃₂	1 ³ / ₃₂	42°	V-94	41 ⁷ / ₈	38 ²⁹ / ₃₂	2 ⁵ / ₃₂	38°	V-152	43 ¹ / ₂	40 ¹¹ / ₁₆	3 ¹ / ₄	32°
V-35	38 ⁷ / ₃₂	34 ³ / ₈	1	38°	V-95	44 ¹ / ₂	41 ¹⁹ / ₃₂	1 ¹ / ₁₆	40°	VH-152	43 ¹ / ₂	40 ¹ / ₁₆	3 ¹ / ₄	32°
V-36	65 ¹ / ₂	62	5 ⁵ / ₆₄	42°	V-96	37 ¹ / ₂	34 ¹⁹ / ₃₂	1 ¹ / ₁₆	40°	V-154	67 ¹⁵ / ₁₆	64 ³ / ₈	1 ⁵ / ₁₆	42°
V-37	36	33 ²⁵ / ₃₂	1 ³ / ₃₂	40°	V-97	49 ¹ / ₄	47 ¹ / ₃₂	1 ³ / ₃₂	40°	V-155	64 ⁵ / ₁₆	60 ²³ / ₃₂	2 ⁹ / ₃₂	42°
V-38	47	43 ³ / ₈	5 ⁹ / ₆₄	42°	VH-97	49 ¹ / ₄	47 ¹ / ₃₂	1 ³ / ₃₂	40°	V-156	46 ³ / ₄	43 ³¹ / ₃₂	4 ⁷ / ₆₄	42°
V-39	44 ³ / ₈	42 ⁵ / ₃₂	1 ³ / ₃₂	40°	V-98	45 ³ / ₈	42	1 ⁵ / ₆₄	44°	V-157	45 ¹⁷ / ₃₂	42 ¹¹ / ₃₂	1	44°
V-40	47 ¹ / ₁₆	44 ¹ / ₁₆	2 ⁵ / ₃₂	42°	V-99	36 ¹³ / ₃₂	33	1 ¹ / ₃₂	45°	V-158	61 ²⁹ / ₃₂	58 ⁵ / ₁₆	1 ⁵ / ₁₆	42°
V-41	41 ⁷ / ₈	38 ¹ / ₈	5 ⁹ / ₆₄	42°	V-100	51 ⁹ / ₁₆	48 ³ / ₈	1 ¹ / ₃₂	42°	V-159	53 ¹ / ₁₆	50 ¹ / ₁₆	1 ³ / ₁₆	42°
V-43	31 ²⁹ / ₃₂	29 ⁹ / ₃₂	2 ³ / ₃₂	42°	V-101	49 ¹⁵ / ₁₆	46 ¹⁷ / ₃₂	1 ⁵ / ₁₆	42°	V-160	55 ¹⁹ / ₃₂	52 ¹⁹ / ₃₂	4 ⁷ / ₆₄	34°
V-44	61 ¹⁵ / ₃₂	58 ¹⁵ / ₃₂	2 ³ / ₃₂	34°	V-102	44	41 ⁵ / ₃₂	2 ⁵ / ₃₂	40°	V-161	52 ¹¹ / ₁₆	49 ¹ / ₂	7 ¹ / ₈	48°
V-45	74 ³ / ₄	70 ¹ / ₈	7 ¹ / ₈	40°	V-104	41	39 ¹ / ₃₂	1 ³ / ₃₂	40°	V-163	51 ¹¹ / ₁₆	48 ¹ / ₂	3 ¹ / ₃₂	48°
V-48	37	34 ¹³ / ₁₆	1 ³ / ₃₂	40°	V-105	46 ²⁵ / ₃₂	43	1 ¹ / ₃₂	45°	V-164	50 ¹¹ / ₁₆	47 ⁹ / ₃₂	1 ¹ / ₃₂	42°
V-49	41 ²⁹ / ₃₂	39 ²³ / ₃₂	1 ³ / ₃₂	40°	V-106	47 ¹ / ₄	43 ³ / ₈	1 ³ / ₆₄	42°	V-165	53 ³ / ₁₆	49 ¹³ / ₁₆	1 ⁵ / ₆₄	44°
VH-49	41 ²⁹ / ₃₂	39 ²³ / ₃₂	1 ³ / ₃₂	40°	V-107	50 ¹ / ₁₆	45 ¹ / ₈	1 ¹ / ₃₂	42°	V-166	66 ³ / ₃₂	62 ¹⁵ / ₁₆	1 ¹ / ₁₆	42°
V-50	38	35 ²⁵ / ₃₂	1 ³ / ₃₂	40°	V-109	42 ³ / ₁₆	38	1 ¹ / ₃₂	42°	V-167	62 ²⁹ / ₃₂	59 ¹ / ₃₂	1 ¹ / ₁₆	44°
V-55	57 ¹ / ₈	54 ²⁹ / ₃₂	1 ³ / ₃₂	40°	V-110	46 ⁹ / ₁₆	43 ³ / ₁₆	2 ⁹ / ₃₂	42°	V-169	47 ²⁷ / ₃₂	44 ²⁷ / ₃₂	4 ⁷ / ₆₄	42°
V-56	47	44 ²⁵ / ₃₂	1 ³ / ₃₂	40°	V-111	53 ¹³ / ₁₆	50 ²⁷ / ₃₂	2 ³ / ₃₂	32°	V-170	55 ¹⁹ / ₃₂	52 ¹³ / ₃₂	5 ⁷ / ₆₄	44°
V-57	37	34	1 ³ / ₁₆	42°	V-115	43 ¹⁷ / ₃₂	40 ¹⁷ / ₃₂	2 ⁵ / ₃₂	42°	V-171	53 ⁵ / ₁₆	50 ⁵ / ₁₆	2 ³ / ₃₂	32°
V-58	41 ¹ / ₄	38 ¹ / ₁₆	2 ⁵ / ₃₂	32°	V-116	48 ¹ / ₈	45 ¹ / ₈	5 ³ / ₆₄	42°	V-172	47 ¹³ / ₃₂	44 ¹³ / ₃₂	2 ⁷ / ₃₂	42°

SIZE LISTING • By Belt Number—Cont'd

THERMOID BELT NO.	CIRCUMFERENCE		TOP WIDTH	INCLUDED ANGLE	THERMOID BELT NO.	CIRCUMFERENCE		TOP WIDTH	INCLUDED ANGLE	THERMOID BELT NO.	CIRCUMFERENCE		TOP WIDTH	INCLUDED ANGLE
	O.C.	I.C.				O.C.	I.C.				O.C.	I.C.		
V-174.....	59 ²⁵ / ₃₂	56 ³ / ₈	1 ⁵ / ₁₆	42°	V-2004.....	54 ¹ / ₂	51 ¹ / ₈	6 ³ / ₆₄	42°	V-5013.....	39 ¹ / ₄	35 ²⁷ / ₃₂	1 ⁵ / ₁₆	42°
V-175.....	47 ²⁵ / ₃₂	44 ²⁵ / ₃₂	5 ³ / ₆₄	32°	V-2014.....	43 ³ / ₄	41	1 ¹ / ₁₆	42°	V-5015.....	49 ¹³ / ₃₂	46 ⁷ / ₃₂	1 ¹ / ₆₄	42°
V-180.....	52 ⁷ / ₈	50 ²¹ / ₃₂	1 ³ / ₃₂	40°	V-2023.....	49 ¹ / ₁₆	46 ¹ / ₁₆	5 ⁹ / ₆₄	44°	V-5018.....	41 ¹⁷ / ₃₂	38 ¹⁷ / ₃₂	5 ⁹ / ₆₄	42°
V-183.....	50	47 ²⁵ / ₃₂	1 ³ / ₃₂	40°	V-2025.....	43	39 ⁹ / ₈	5 ⁹ / ₆₄	42°	V-5019.....	55 ¹ / ₄	51 ⁷ / ₈	1 ⁵ / ₆₄	42°
V-185.....	65 ³ / ₈	62 ¹⁹ / ₃₂	1 ⁷ / ₃₂	40°	V-2028.....	58 ⁹ / ₃₂	54 ³ / ₄	1 ³ / ₆₄	42°	V-5023.....	36 ¹ / ₄	33 ¹ / ₄	3 ¹ / ₄	40°
V-187.....	68 ⁷ / ₈	65 ³ / ₈	3 ¹ / ₄	40°	V-2046.....	54 ¹⁵ / ₁₆	51 ³ / ₄	1 ⁵ / ₁₆	42°	V-5026.....	59 ²⁹ / ₃₂	56 ²⁹ / ₃₂	5 ¹ / ₆₄	38°
V-189.....	56 ⁹ / ₁₆	53 ⁷ / ₈	1 ⁵ / ₃₂	38°	V-2106.....	44 ²¹ / ₃₂	41 ¹⁵ / ₃₂	1 ⁵ / ₁₆	44°	V-5027.....	43 ²¹ / ₃₂	40 ⁹ / ₃₂	1 ⁹ / ₆₄	42°
V-191.....	42 ⁵ / ₈	39 ²⁷ / ₃₂	1 ⁷ / ₃₂	40°	V-2129.....	40 ⁹ / ₈	36 ²⁷ / ₃₂	1 ³ / ₃₂	42°	V-5028.....	43 ⁵ / ₈	40 ⁵ / ₈	5 ⁹ / ₆₄	42°
V-192.....	54 ⁵ / ₈	52 ¹³ / ₃₂	1 ³ / ₃₂	40°	V-2134.....	42 ⁷ / ₈	39 ⁷ / ₈	5 ⁵ / ₆₄	42°	V-5029.....	53 ¹⁷ / ₃₂	50 ¹ / ₈	5 ⁹ / ₆₄	42°
V-193.....	61	58 ⁵¹ / ₆₄	1 ³ / ₃₂	40°	V-2140.....	48 ⁷ / ₁₆	45 ¹ / ₁₆	2 ⁹ / ₃₂	42°	V-5030.....	52 ³ / ₈	48 ³ / ₄	5 ⁹ / ₆₄	42°
V-194.....	45	42 ³ / ₁₆	1 ⁷ / ₃₂	40°	V-2141.....	56 ²¹ / ₃₂	53 ²¹ / ₃₂	5 ¹ / ₆₄	38°	V-5032.....	57 ³ / ₈	54 ³ / ₈	2 ³ / ₃₂	42°
V-195.....	46 ¹ / ₂	43 ¹¹ / ₁₆	1 ⁷ / ₃₂	40°	V-2353.....	35 ³ / ₈	33 ³ / ₃₂	2 ¹ / ₃₂	40°	V-5036.....	34 ¹ / ₈	31 ⁵ / ₁₆	4 ⁵ / ₆₄	42°
V-196.....	37 ¹ / ₂	34 ¹¹ / ₁₆	1 ⁷ / ₃₂	40°	V-5003.....	49	45 ¹³ / ₃₂	1 ¹ / ₁₆	42°	V-5037.....	47 ³ / ₁₆	44 ³ / ₈	4 ⁵ / ₆₄	40°
V-197.....	38 ³ / ₄	35 ¹⁵ / ₁₆	1 ⁷ / ₃₂	40°	VH-5004.....	57	52 ¹⁵ / ₁₆	1	40°	V-5041.....	47 ⁵ / ₈	44 ⁷ / ₃₂	1 ¹ / ₆₄	44°
V-200.....	41 ¹ / ₂	38 ¹¹ / ₁₆	1 ⁷ / ₃₂	40°	V-5005.....	51 ³ / ₈	48 ³ / ₈	2 ⁵ / ₃₂	38°	V-5043.....	56 ²⁵ / ₃₂	53 ¹³ / ₃₂	5 ⁹ / ₆₄	42°
V-202.....	53	50 ⁷ / ₁₆	1 ⁷ / ₃₂	40°	V-5006.....	35 ⁵ / ₈	32 ⁵ / ₈	2 ⁵ / ₃₂	44°	V-5044.....	33 ³ / ₈	30 ¹³ / ₃₂	5 ⁷ / ₆₄	44°
V-203.....	34	32	1 ³ / ₃₂	40°	V-5007.....	61	57 ²⁹ / ₃₂	1 ³ / ₁₆	40°	V-5045.....	48 ⁷ / ₈	45 ¹⁵ / ₁₆	1 ¹ / ₁₆	42°
V-204.....	57 ¹ / ₂	54 ¹⁵ / ₁₆	1 ⁷ / ₃₂	40°	V-5009.....	69 ¹ / ₂	65 ¹ / ₃₂	1 ⁹ / ₃₂	42°	V-5048.....	42 ¹ / ₁₆	39 ¹ / ₁₆	5 ³ / ₆₄	32°
V-0330.....	33	31 ³ / ₈	1 ³ / ₃₂	40°	V-5010.....	36 ³ / ₃₂	32 ²³ / ₃₂	1 ⁵ / ₁₆	42°	V-5053.....	72 ³ / ₈	69 ¹ / ₃₂	1 ⁵ / ₁₆	42°
V-1370.....	37	34 ³ / ₈	9 ¹ / ₁₆	42°	V-5012.....	41	38 ⁷ / ₃₂	4 ³ / ₆₄	42°					

[illegible]



LIST PRICES FAN BELTS—RADIATOR HOSE

FORM 211R-8-55
PRINTED IN U. S. A.

THERMOID FAN BELTS				V TYPE				RADIATOR HOSE							
BELT NUMBER	LIST PRICE	BELT NUMBER	LIST PRICE	BELT NUMBER	LIST PRICE	BELT NUMBER	LIST PRICE	CURVED HOSE		CURVED HOSE		CURVED HOSE		CURVED HOSE	
								HOSE NUMBER	LIST PRICE	HOSE NUMBER	LIST PRICE	HOSE NUMBER	LIST PRICE	HOSE NUMBER	LIST PRICE
V-1	\$2.13	V-65	\$2.46	V-130	\$2.85	V-197	\$2.57	CH-1338	\$1.49	CH-1619	\$1.16	CH-1787	\$1.89	CH-1911	\$2.30
V-2	1.92	V-66	2.19	V-132	4.38	V-200	2.80	CH-1340	1.49	CH-1620	1.43	CH-1788	2.11	CH-1912	1.62
V-3	2.10	V-67	2.37	V-135	2.25	V-202	4.15	CH-1341*	1.22	CH-1625	1.46	CH-1795	1.89	CH-1913	2.00
V-5	4.74	V-68	1.85	V-136	2.10	V-203	2.60	CH-1342	1.84	CH-1626*	1.41	CH-1796	1.62	CH-1914	2.27
V-6	2.85	V-69	6.25	V-137	3.00	V-204	4.60	CH-1343*	1.84	CH-1627	1.46	CH-1798	2.38		
V-8	2.49	V-70	2.04	V-142	6.14	V-0330	1.54	CH-1344	1.30	CH-1635	.78	CH-1799	2.00		
V-9	2.10	V-71	2.22	V-143	2.91	V-1370	2.03	CH-1345*	1.95	CH-1644	1.57	CH-1800	2.00		
V-10	2.43	V-72	1.59	V-144	2.38	V-2004	4.63	CH-1348	1.84	CH-1645	1.84	CH-1801	2.00		
V-12	2.85	V-73	2.52	V-145	5.58	V-2014	2.26	CH-1349	1.38	CH-1646	2.03	CH-1811	1.84		
V-14	3.06	V-74	2.40	V-146	6.48	V-2023	3.36	CH-1350*	1.22	CH-1649	.95	CH-1826	1.41		
V-15	2.85	V-75	2.00	V-147	6.43	V-2025	3.46	CH-1500*	2.05	CH-1662*	1.89	CH-1827	1.76		
V-16	3.12	V-76	2.91	V-148	3.05	V-2028	6.18	CH-1501	1.00	CH-1663	1.81	CH-1830	2.11		
V-18	1.95	V-78	2.71	V-149	6.54	V-2106	3.14	CH-1502	1.78	CH-1664*	1.89	CH-1847	1.84		
V-19	3.84	V-79	2.52	V-150	5.61	V-2129	3.60	CH-1508*	1.95	CH-1665	2.11	CH-1848	2.43		
V-21	3.31	V-88	2.09	V-151	2.94	V-2134	2.43	CH-1512	1.27	CH-1666	2.11	CH-1849	1.19		
V-22	2.79	V-89	3.12	V-152	2.73	V-2140	3.39	CH-1515	1.32	CH-1667*	1.68	CH-1850	1.89		
V-23	8.76	V-90	2.38	V-154	5.39	V-2141	3.43	CH-1522	1.38	CH-1698	.92	CH-1851	2.22		
V-24	8.97	V-91	2.75	V-155	5.09	V-2353	1.86	CH-1532	1.84	CH-1707	1.27	CH-1852	1.76		
V-25	8.70	V-92	2.51	V-156	2.29	V-5003	4.50	CH-1540	1.27	CH-1709	1.27	CH-1853	2.16		
V-28	3.30	V-93	2.69	V-157	3.06	V-5005	3.31	CH-1543	1.89	CH-1710	1.89	CH-1854	2.43		
V-29	2.76	V-94	2.57	V-158	4.43	V-5006	2.73	CH-1547	1.73	CH-1721	1.22	CH-1855	2.43		
V-30	1.92	V-95	2.34	V-159	3.29	V-5007	3.80	CH-1553	1.19	CH-1722	1.24	CH-1856	1.62		
V-31	2.87	V-96	1.94	V-160	2.75	V-5009	7.14	CH-1554	1.62	CH-1725	.78	CH-1857	2.57		
V-32	2.28	V-97	2.61	V-161	3.93	V-5010	3.12	CH-1555*	1.68	CH-1727	2.11	CH-1858	2.32		
V-33	2.55	V-98	4.00	V-163	3.84	V-5012	2.20	CH-1563	1.95	CH-1728*	1.68	CH-1859	2.60		
V-34	2.43	V-99	2.85	V-164	4.05	V-5013	2.80	CH-1564	1.08	CH-1729	2.43	CH-1860	2.86		
V-35	2.94	V-100	3.54	V-165	4.74	V-5015	4.68	CH-1565	1.16	CH-1730*	2.27	CH-1861	2.35		
V-36	4.71	V-101	3.87	V-166	5.82	V-5018	2.97	CH-1566	1.16	CH-1731*	2.00	CH-1862	2.05		
V-37	2.13	V-102	3.00	V-167	5.69	V-5019	5.25	CH-1567	2.41	CH-1733	1.35	CH-1863	2.16		
V-38	3.06	V-104	2.34	V-169	3.06	V-5023	2.60	CH-1568	1.59	CH-1734	2.16	CH-1864	2.60		
V-39	2.46	V-105	4.00	V-170	4.44	V-5026	3.86	CH-1579	1.81	CH-1738	.97	CH-1865	2.43		
V-40	2.73	V-106	4.92	V-171	2.70	V-5027	3.43	CH-1583*	1.49	CH-1739	2.03	CH-1866	2.84		
V-41	2.82	V-107	4.37	V-172	3.17	V-5028	3.00	CH-1584*	1.00	CH-1743	1.81	CH-1867	3.24		
V-43	1.68	V-109	3.51	V-174	4.60	V-5029	3.86	CH-1589*	2.14	CH-1746	1.73	CH-1874	1.89		
V-44	3.84	V-110	3.57	V-175	2.94	V-5030	3.98	CH-1590*	2.14	CH-1758	.89	CH-1875	1.62		
V-45	5.49	V-111	2.71	V-180	2.87	V-5032	3.15	CH-1591*	2.14	CH-1763	2.11	CH-1891	1.49		
V-48	2.10	V-115	3.00	V-183	2.69	V-5036	1.98	CH-1599*	1.16	CH-1765	1.27	CH-1903	1.03		
V-49	2.40	V-116	2.85	V-185	5.29	V-5037	2.51	CH-1600	1.49	CH-1772	2.08	CH-1904	2.16		
V-50	2.13	V-117	2.73	V-187	6.89	V-5041	3.98	CH-1601	1.16	CH-1773	1.62	CH-1905	1.95		
V-55	3.00	V-118	3.39	V-189	3.29	V-5043	4.44	CH-1607	1.59	CH-1774	1.43	CH-1906	2.35		
V-56	2.55	V-121	4.35	V-191	2.76	V-5044	3.06	CH-1609*	1.27	CH-1782	2.03	CH-1907	1.89		
V-57	2.18	V-122	2.94	V-192	2.89	V-5045	2.71	CH-1610	1.27	CH-1783	3.03	CH-1908	2.30		
V-58	2.49	V-123	2.49	V-193	3.17	V-5048	2.55	CH-1611*	1.22	CH-1784	3.70	CH-1909	2.35		
V-59	1.59	V-125	1.97	V-194	2.76	V-5053	5.87	CH-1618	1.49	CH-1786	2.03	CH-1910	2.43		
V-61	2.13	V-126	3.33	V-195	3.00										
V-62	3.98	V-128	3.20	V-196	2.57										

STRAIGHT HOSE	
Size	List Price Per Foot
3/4"	\$0.80
7/8"	.83
1"	.86
1 1/8"	.94
1 1/4"	1.00
1 5/16"	1.11
1 3/8"	1.11
1 7/16"	1.20
1 1/2"	1.20
1 5/8"	1.26
1 3/4"	\$1.29
1 7/8"	1.40
2"	1.51
2 1/8"	1.66
2 1/4"	1.74
2 3/8"	1.89
2 1/2"	2.03
2 5/8"	2.14
2 3/4"	2.23
3"	2.31

"REDI-CURV" RADIATOR HOSE	
HOSE No.	LIST PRICE
RC-500	\$1.58
RC-501	2.22
RC-502	1.67
RC-503	2.06
RC-504	2.19
RC-505	2.69
RC-506	2.86
RC-507	1.58
RC-508	2.14
RC-509	2.36
RC-510	2.75
RC-511	3.00
RC-512	3.22
RC-513	1.86
RC-514	2.14
RC-515	3.22
RC-516	1.86
RC-517	1.97
RC-518	1.56
RC-524	2.14
RC-526	2.56

* To be discontinued when stocks are depleted.

Thermoid

***AUTOMOTIVE
PRODUCTS***

PRINCIPAL WAREHOUSES

Atlanta, Georgia
Charlotte, North Carolina
Chicago, Illinois
Dallas, Texas

Los Angeles, California
Pittsburgh, Pennsylvania
Portland, Oregon
San Francisco, California
St. Louis, Missouri

THERMOID CO. TRENTON, N.J.

This list is offered to our warehousing wholesalers for their assistance in establishing their own prices for resale to such of their customers as are located within the same state as the warehousing wholesaler.

These prices are furnished you for your information and do not put you under any obligation to follow them.

Thermoid RUBBER

AUTOMOTIVE PRODUCTS

DEALER PRICES

Effective January 1, 1957

THIS SUPERSEDES AND CANCELS EDITION DATED DECEMBER 15, 1954 AND
ALSO CANCELS ALL SUPPLEMENTS TO THAT EDITION

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ALL PRICES OR DISCOUNTS SUBJECT TO CHANGE WITHOUT NOTICE

Product	Average Weight
Fan Belts and FHP Belts	.5 lb. each
Fan and FHP Belt Assortments—	
FB-10A	12 lbs.
FB-20A	22 lbs.
FBT-20A	25 lbs.
FB-30W-1	30 lbs.
FB-50AW-1	42 lbs.
FHP-25A	8.75 lbs.
FHP-65W-1	30 lbs.
PMB-15	4.25 lbs.
Radiator Hose—	
Straight	12 lbs. per carton of 18'
Curved	1.2 lbs. per carton of 2 pieces
Redi-Curv	3 lbs. per carton of 6 pieces
Redi-Curv Hose Assortments—	
RCH-25	13 lbs.
RCH-50	28 lbs.
CHH-22 Curved Car Heater Hose Deal	5 lbs.

Average Shipping Weights

Product	Average Weight
Car Heater Hose Deal 100-HR.	27 lbs.
Air Hose	
Welding Hose	4 lbs. per 25' coil
Air Brake Neoprene Hose	4.5 lbs. per 25' length
Booster Brake Hose	
Garage Water Hose	7 lbs. per 25' coil
Filling Station Hose	4 lbs. per 15' coil
Gasoline Pump Hose	5.5 lbs. per 11' coil
Paint Spray Hose	4 lbs. per 25' length
Steam Cleaner Hose	13 lbs. per 25' length
Air Signal Hose	17 lbs. per 125' length
Car Heater Hose	28 lbs. per 100' length
Splash Flaps	9 lbs.
Air Brake Diaphragms (Bolt-On Type)	4.5 lbs. per pkg. of 6
Air Brake Diaphragms (Clamp Type)	2.5 lbs. per pkg. of 6
Car Mats	7 lbs.

THERMOID CO. • TRENTON, N. J.

Tel. JUNiper 7-3000

Branches

Atlanta: 730 Peachtree Street, N.E., Tel. TRinity 2-3519
Charlotte 1: 2532 Lucena Ave., Tel. FRanklin 5-3356
Chicago 32: 3403 W. 48th Place, Tel. LAfayette 3-6457
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Los Angeles 21: 1100 S. Santa Fe Ave., Tel. TRinity 8603
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Portland 10: 3939 N. W. St. Helens Road, Tel. CApital 2-9765
San Francisco 7: 544 Second Street, Tel. YUKon 2-4141
St. Louis 3: 3318 Washington Blvd., Tels. OLiver 2-6673—2-6674

THERMOID FAN BELTS—V TYPE

January 1, 1957

Net Cost and List Price—Excise Tax Included

Table No. 1

Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt	
		1-5	6 & Over			1-5	6 & Over			1-5	6 & Over			1-5	6 & Over
V-1	\$2.14	\$1.28	\$1.22	V-67	\$2.91	\$1.75	\$1.66	V-136	\$2.11	\$1.27	\$1.20	V-204	\$3.40	\$2.04	\$1.94
V-2	1.91	1.15	1.09	V-68	1.86	1.12	1.06	V-137	3.57	2.14	2.03	V-205	3.29	1.97	1.88
V-3	2.10	1.26	1.20	V-69	6.26	3.76	3.57	V-142	6.35	3.81	3.62	V-206	3.43	2.06	1.96
V-5	4.86	2.92	2.77	V-70	2.03	1.22	1.16	V-143	2.91	1.75	1.66	V-207	3.29	1.97	1.88
V-6*	2.85	1.71	1.62	V-71	2.29	1.37	1.31	V-144	2.43	1.46	1.39	V-208	3.15	1.89	1.80
V-8	2.49	1.49	1.42	V-72*	1.59	.95	.91	V-145	5.86	3.52	3.34	V-209	3.57	2.14	2.03
V-9	2.11	1.27	1.20	V-73	2.57	1.54	1.46	V-146	6.49	3.89	3.70	V-210	3.60	2.16	2.05
V-10	2.43	1.46	1.39	V-74	2.40	1.44	1.37	V-147	6.86	4.12	3.91	V-211	3.57	2.14	2.03
V-12	2.85	1.71	1.62	V-75	2.00	1.20	1.14	V-148	3.09	1.85	1.76	V-214	3.15	1.89	1.80
V-14	3.63	2.18	2.07	V-76	2.91	1.75	1.66	V-149	6.54	3.92	3.73	V-0330	1.54	.92	.88
V-15	2.85	1.71	1.62	V-78	2.71	1.63	1.54	V-150	5.60	3.36	3.19	V-1370	2.03	1.22	1.16
V-16	3.29	1.97	1.88	V-79	2.52	1.51	1.44	V-151	2.94	1.76	1.68	V-2004	4.86	2.92	2.77
V-18	2.23	1.34	1.27	V-81	3.09	1.85	1.76	V-152	2.73	1.64	1.56	V-2014	2.43	1.46	1.39
V-19	4.57	2.74	2.60	V-88	2.14	1.28	1.22	V-154	5.40	3.24	3.08	V-2023	3.51	2.11	2.00
V-21	3.71	2.23	2.11	V-89	3.14	1.88	1.79	V-155	5.09	3.05	2.90	V-2025	3.86	2.32	2.20
V-22	3.00	1.80	1.71	V-90	2.38	1.43	1.36	V-156	2.31	1.39	1.32	V-2028	6.43	3.86	3.67
V-23	8.86	5.32	5.05	V-91	2.74	1.64	1.56	V-157	3.49	2.09	1.99	V-2046	4.31	2.59	2.46
V-24	9.06	5.44	5.16	V-92	2.51	1.51	1.43	V-158	4.71	2.83	2.68	V-2106	3.57	2.14	2.03
V-25	8.80	5.28	5.02	V-93	2.69	1.61	1.53	V-159	3.43	2.06	1.96	V-2129	3.71	2.23	2.11
V-28	3.31	1.99	1.89	V-94	2.71	1.63	1.54	V-160	2.74	1.64	1.56	V-2134	2.43	1.46	1.39
V-29	2.77	1.66	1.58	V-95	2.34	1.40	1.33	V-161	3.94	2.36	2.25	V-2140	3.57	2.14	2.03
V-30	1.92	1.15	1.09	V-96	1.94	1.16	1.11	V-163	4.00	2.40	2.28	V-2141	3.71	2.23	2.11
V-31	2.86	1.72	1.63	V-97	2.60	1.56	1.48	V-164	4.06	2.44	2.31	V-2353	1.86	1.12	1.06
V-32	2.29	1.37	1.31	V-98	4.14	2.48	2.36	V-165	4.86	2.92	2.77	V-5003	4.51	2.71	2.57
V-33	2.54	1.52	1.45	V-99	2.86	1.72	1.63	V-166	6.14	3.68	3.50	V-5005	3.43	2.06	1.96
V-34	2.43	1.46	1.39	V-100	3.60	2.16	2.05	V-167	5.86	3.52	3.34	V-5006	2.86	1.72	1.63
V-35	2.94	1.76	1.68	V-101	3.86	2.32	2.20	V-169	3.14	1.88	1.79	V-5007	4.29	2.57	2.45
V-36	5.14	3.08	2.93	V-102	3.00	1.80	1.71	V-170	4.43	2.66	2.53	V-5009	7.29	4.37	4.16
V-37	2.14	1.28	1.22	V-104	2.34	1.40	1.33	V-171	2.71	1.63	1.54	V-5010	3.11	1.87	1.77
V-38	3.14	1.88	1.79	V-105	4.14	2.48	2.36	V-172	3.29	1.97	1.88	V-5012	2.29	1.37	1.31
V-39	2.51	1.51	1.43	V-106	4.91	2.95	2.80	V-174	4.71	2.83	2.68	V-5013	2.86	1.72	1.63
V-40	2.86	1.72	1.63	V-107	4.57	2.74	2.60	V-175	2.94	1.76	1.68	V-5015	4.69	2.81	2.67
V-41	2.86	1.72	1.63	V-109	3.71	2.23	2.11	V-180	2.86	1.72	1.63	V-5018	3.14	1.88	1.79
V-43	1.69	1.01	.96	V-110	3.66	2.20	2.09	V-183	2.69	1.61	1.53	V-5019	5.26	3.16	3.00
V-44	4.00	2.40	2.28	V-111	2.86	1.72	1.63	V-185	3.86	2.32	2.20	V-5023	2.86	1.72	1.63
V-45	5.86	3.52	3.34	V-115	3.00	1.80	1.71	V-187	4.71	2.83	2.68	V-5026	4.00	2.40	2.28
V-48	2.17	1.30	1.24	V-116	2.85	1.71	1.62	V-189	3.29	1.97	1.88	V-5027	4.00	2.40	2.28
V-49	2.40	1.44	1.37	V-117	3.57	2.14	2.03	V-191	2.76	1.66	1.57	V-5028	3.14	1.88	1.79
V-50	2.23	1.34	1.27	V-118	3.57	2.14	2.03	V-192	2.89	1.73	1.65	V-5029	4.14	2.48	2.36
V-55	3.00	1.80	1.71	V-121	4.86	2.92	2.77	V-193	3.17	1.90	1.81	V-5030	4.06	2.44	2.31
V-56	2.57	1.54	1.46	V-122	2.94	1.76	1.68	V-194	2.85	1.71	1.62	V-5032	3.29	1.97	1.88
V-57	2.17	1.30	1.24	V-123	2.49	1.49	1.42	V-195	3.00	1.80	1.71	V-5036	1.97	1.18	1.12
V-58	2.49	1.49	1.42	V-125	1.97	1.18	1.12	V-196	2.57	1.54	1.46	V-5037	2.57	1.54	1.46
V-59	1.66	1.00	.95	V-126	3.33	2.00	1.90	V-197	2.57	1.54	1.46	V-5041	4.14	2.48	2.36
V-61	2.29	1.37	1.31	V-128	3.71	2.23	2.11	V-200	2.80	1.68	1.60	V-5043	4.43	2.66	2.53
V-62	4.43	2.66	2.53	V-130	2.86	1.72	1.63	V-201	2.63	1.58	1.50	V-5044	3.14	1.88	1.79
V-65	2.57	1.54	1.46	V-132	4.37	2.62	2.49	V-202	4.15	2.49	2.37	V-5048	2.57	1.54	1.46
V-66	2.20	1.32	1.25	V-135	2.26	1.36	1.29	V-203	2.60	1.56	1.48	V-5053	5.86	3.52	3.34

* Manufacture discontinued—Not available after stocks are depleted.

THERMOID FAN BELT DEALS

Net Cost and List Price—Excise Tax Included

Table No. 2

Deal No.	DESCRIPTION	List Price	Net Cost
FB-10A	Ideal—10 Belt Deal	\$25.79	\$15.46
FB-20A	Deluxe—20 Belt Deal	52.76	31.64
FBT-20A	Thermometer Fan Belt Deal	57.51	35.14
FB-30W-1	Thrifty Thirty—Wall Type	80.38	49.02
FB-50AW-1	Master Fifty—Wall Type	132.99	80.55

This supersedes and cancels edition dated December 15, 1954

Form No. 1032R

January 1, 1957

THERMOID FAN BELTS—VH TYPE for LEECE-NEVILLE and other Heavy Duty Applications

Net Cost and List Price—Excise Tax Included

TABLE No. 3

Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt	
		1-5	6 & Over			1-5	6 & Over			1-5	6 & Over			1-5	6 & Over
VH-1	\$3.17	\$1.90	\$1.81	VH-71	\$2.46	\$1.48	\$1.40	VH-84	\$2.69	\$1.61	\$1.53	VH-123	\$2.77	\$1.66	\$1.58
VH-29	3.06	1.84	1.74	VH-80	2.97	1.78	1.69	VH-97	2.97	1.78	1.69	VH-133	2.80	1.68	1.60
VH-34	2.66	1.60	1.52	VH-81	3.17	1.90	1.81	VH-119	5.03	3.02	2.87	VH-135	4.00	2.40	2.28
VH-49	2.63	1.58	1.50	VH-83	3.74	2.24	2.13	VH-122	4.40	2.64	2.51	VH-152	3.94	2.36	2.25
												VH-5004	6.00	3.60	3.42

THERMOID FHP BELTS FOR REFRIGERATORS, WASHING MACHINES, ETC.

Net Cost and List Price Per Belt

Table No. 4

Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt		Belt No.	List Price	Net Cost Per Belt	
		1-5	6 & Over			1-5	6 & Over			1-5	6 & Over			1-5	6 & Over
STANDARD 3L SECTION				STANDARD 4L SECTION				STANDARD 4L SECTION				STANDARD 5L SECTION			
3LS110	\$1.18	\$0.83	\$0.71	4L230	\$1.24	\$0.87	\$0.74	4L800	\$2.62	\$1.83	\$1.57	5L630	\$3.00	\$2.10	\$1.80
3LS130	1.18	.83	.71	4L240	1.24	.87	.74	4L820	2.70	1.89	1.62	5L640	3.04	2.13	1.82
3L150	1.18	.83	.71	4L250	1.24	.87	.74	4LS830	2.74	1.92	1.64	5L650	3.08	2.16	1.85
3L170	1.18	.83	.71	4L260	1.26	.88	.76	4L840	2.78	1.95	1.67	5LS655	3.12	2.18	1.87
3L180	1.18	.83	.71	4L270	1.28	.90	.77	4LS850	2.82	1.97	1.69	5L660	3.12	2.18	1.87
3L190	1.18	.83	.71	4L280	1.30	.91	.78	4L860	2.86	2.00	1.72	5L670	3.16	2.21	1.90
3L200	1.18	.83	.71	4L290	1.32	.92	.79	4LS870	2.90	2.03	1.74	5L680	3.20	2.24	1.92
3L210	1.18	.83	.71	4L300	1.34	.94	.80	4L880	2.94	2.06	1.76	5L690	3.24	2.27	1.94
3L220	1.18	.83	.71	4L310	1.36	.95	.82	4LS890	2.98	2.09	1.79	5L700	3.27	2.29	1.96
3L230	1.18	.83	.71	4LS315	1.38	.97	.83	4L900	3.02	2.11	1.81	5L710	3.30	2.31	1.98
3L240	1.18	.83	.71	4L320	1.38	.97	.83	4L920	3.10	2.17	1.86	5L720	3.34	2.34	2.00
3L250	1.18	.83	.71	4L330	1.40	.98	.84	4LS930	3.14	2.20	1.88	5L730	3.39	2.37	2.03
3LS255	1.20	.84	.72	4L340	1.43	1.00	.86	4L940	3.17	2.22	1.90	5L740	3.43	2.40	2.06
3L260	1.20	.84	.72	4L350	1.45	1.02	.87	4L960	3.24	2.27	1.94	5L750	3.47	2.43	2.08
3L270	1.22	.85	.73	4L360	1.48	1.04	.89	4L980	3.30	2.31	1.98	5L760	3.51	2.46	2.11
3L280	1.24	.87	.74	4L370	1.50	1.05	.90	4L1000	3.37	2.36	2.02	5L770	3.56	2.49	2.14
3LS285	1.26	.88	.76	4L380	1.53	1.07	.92					5L780	3.60	2.52	2.16
3L290	1.26	.88	.76	4L390	1.57	1.10	.94	STANDARD 5L SECTION				5L800	3.70	2.59	2.22
3L300	1.28	.90	.77	4L400	1.60	1.12	.96	5L250	1.52	1.06	.91	5LS810	3.75	2.63	2.25
3L310	1.29	.90	.77	4LS405	1.63	1.14	.98	5L260	1.56	1.09	.94	5L820	3.80	2.66	2.28
3L320	1.31	.92	.79	4L410	1.63	1.14	.98	5L270	1.60	1.12	.96	5LS830	3.85	2.70	2.31
3L330	1.33	.93	.80	4L420	1.65	1.16	.99	5L280	1.63	1.14	.98	5L840	3.90	2.73	2.34
3L340	1.35	.95	.81	4L430	1.68	1.18	1.01	5L290	1.67	1.17	1.00	5LS850	4.00	2.80	2.40
3LS345	1.38	.97	.83	4L440	1.72	1.20	1.03	5L300	1.70	1.19	1.02	5L860	4.03	2.82	2.42
3L350	1.38	.97	.83	4L450	1.75	1.23	1.05	5L310	1.74	1.22	1.04	5LS870	4.07	2.85	2.44
3LS355	1.40	.98	.84	4L460	1.77	1.24	1.06	5L320	1.78	1.25	1.07	5L880	4.10	2.87	2.46
3L360	1.40	.98	.84	4L470	1.79	1.25	1.07	5LS325	1.82	1.27	1.09	5LS890	4.14	2.90	2.48
3L370	1.43	1.00	.86	4L480	1.80	1.26	1.08	5L330	1.82	1.27	1.09	5L900	4.18	2.93	2.51
3L380	1.46	1.02	.88	4L490	1.82	1.27	1.09	5L340	1.86	1.30	1.12	5LS910	4.22	2.95	2.53
3L390	1.49	1.04	.89	4L500	1.84	1.29	1.10	5L350	1.89	1.32	1.13	5L920	4.26	2.98	2.56
3L400	1.52	1.06	.91	4L510	1.86	1.30	1.12	5L360	1.93	1.35	1.16	5LS930	4.30	3.01	2.58
3L410	1.55	1.09	.93	4L520	1.88	1.32	1.13	5LS365	1.96	1.37	1.18	5L940	4.36	3.05	2.62
3L420	1.57	1.10	.94	4L530	1.90	1.33	1.14	5L370	1.96	1.37	1.18	5LS950	4.43	3.10	2.66
3L430	1.59	1.11	.95	4L540	1.92	1.34	1.15	5L380	2.00	1.40	1.20	5L960	4.50	3.15	2.70
3L440	1.61	1.13	.97	4LS545	1.94	1.36	1.16	5L390	2.06	1.44	1.24	5LS970	4.55	3.19	2.73
3L450	1.64	1.15	.98	4L550	1.94	1.36	1.16	5L400	2.14	1.50	1.28	5L980	4.60	3.22	2.76
3L460	1.66	1.16	1.00	4L560	1.97	1.38	1.18	5L410	2.20	1.54	1.32	5LS990	4.65	3.26	2.79
3L470	1.69	1.18	1.01	4L570	1.99	1.39	1.19	5L420	2.25	1.58	1.35	5L1000	4.70	3.29	2.82
3L480	1.71	1.20	1.03	4L580	2.03	1.42	1.22	5L430	2.30	1.61	1.38	NON-STANDARD FHP BELTS			
3L490	1.73	1.21	1.04	4L590	2.03	1.42	1.22	5L440	2.35	1.65	1.41	4LS378	1.78	1.25	1.07
3L500	1.75	1.23	1.05	4L600	2.06	1.44	1.24	5L450	2.40	1.68	1.44	4LS397	1.60	1.12	.96
3LS510	1.77	1.24	1.06	4L610	2.08	1.46	1.25	5L460	2.45	1.72	1.47	4LS408	1.63	1.14	.98
3L520	1.79	1.25	1.07	4L620	2.10	1.47	1.26	5L470	2.50	1.75	1.50	4LS431	1.72	1.20	1.03
3LS530	1.81	1.27	1.09	4L630	2.13	1.49	1.28	5L480	2.55	1.79	1.53	5LS334	1.86	1.30	1.12
3LS550	1.85	1.30	1.11	4L640	2.13	1.49	1.28	5L490	2.60	1.82	1.56	5LS341	1.89	1.32	1.13
3LS570	1.89	1.32	1.13	4L650	2.18	1.53	1.31	5L500	2.64	1.85	1.58	5LS344	1.67	1.17	1.00
3L580	1.91	1.34	1.15	4LS655	2.20	1.54	1.32	5LS10	2.68	1.88	1.61	5LS353	1.93	1.35	1.16
3L600	1.95	1.37	1.17	4L660	2.20	1.54	1.32	5LS515	2.72	1.90	1.63	5LS377	2.00	1.40	1.20
3LS610	1.98	1.39	1.19	4L670	2.22	1.55	1.33	5LS20	2.72	1.90	1.63	5LS384	1.83	1.28	1.10
3LS665	2.12	1.48	1.27	4LS675	2.25	1.58	1.35	5LS30	2.76	1.93	1.66	5LS406	2.20	1.54	1.32
3LS675	2.14	1.50	1.28	4L680	2.25	1.58	1.35	5LS40	2.80	1.96	1.68	5LS446	2.40	1.68	1.44
				4L690	2.28	1.60	1.37	5LS50	2.83	1.98	1.70	5LS458	2.10	1.47	1.26
				4L700	2.30	1.61	1.38	5LS60	2.85	2.00	1.71	5LS458	2.10	1.47	1.26
STANDARD 4L SECTION				4L710	2.35	1.65	1.41	5LS70	2.88	2.02	1.73	6LS392	2.73	1.91	1.64
4LS170	1.24	.87	.74	4L720	2.40	1.68	1.44	5LS575	2.90	2.03	1.74	6LS419	2.56	1.79	1.54
4L188	1.24	.87	.74	4L730	2.42	1.69	1.45	5LS80	2.90	2.03	1.74	6LS470	3.46	2.42	2.08
4L190	1.24	.87	.74	4L740	2.43	1.70	1.46	5LS90	2.92	2.04	1.75	6LS499	3.31	2.32	1.99
4L200	1.24	.87	.74	4L750	2.45	1.72	1.47	5L600	2.94	2.06	1.76	6LS535	3.48	2.44	2.09
4L210	1.24	.87	.74	4L760	2.47	1.73	1.48	5L610	2.96	2.07	1.78	6LS564	3.63	2.54	2.18
4LS215	1.24	.87	.74	4L770	2.50	1.75	1.50	5L620	2.98	2.09	1.79	6LS706	3.86	2.70	2.32
4L220	1.24	.87	.74	4L780	2.54	1.78	1.52								

This supersedes and cancels edition dated December 15, 1954

Form No. 1032R

THERMOID MULTIPLE V-BELTS

January 1, 1957

Net Cost and List Price Per Belt

Table No. 5

Belt No.	List Price	Net Cost Per Belt	Belt No.	List Price	Net Cost Per Belt	Belt No.	List Price	Net Cost Per Belt	Belt No.	List Price	Net Cost Per Belt
A-26	\$1.30	\$0.98	B-46	\$2.60	\$1.95	B-180	\$8.60	\$6.45	C-390	\$34.15	\$25.61
A-31	1.40	1.05	B-48	2.70	2.03	B-195	9.30	6.98	C-420	36.80	27.60
A-33	1.45	1.09	B-51	2.80	2.10	B-210	10.00	7.50	D-120	19.80	14.85
A-35	1.50	1.13	B-53	2.85	2.14	B-240	11.30	8.48	D-128	21.10	15.83
A-38	1.60	1.20	B-55	2.90	2.18	B-270	12.80	9.60	D-144	23.70	17.78
A-42	1.70	1.28	B-57	2.94	2.21	B-300	14.20	10.65	D-158	26.00	19.50
A-46	1.80	1.35	B-60	3.00	2.25	C-51	4.60	3.45	D-162	26.80	20.10
A-48	1.85	1.39	B-62	3.10	2.33	C-60	5.40	4.05	D-173	28.40	21.30
A-51	1.90	1.43	B-64	3.15	2.36	C-68	6.10	4.58	D-180	29.50	22.13
A-53	1.95	1.46	B-65	3.20	2.40	C-75	6.70	5.03	D-195	32.00	24.00
A-55	2.00	1.50	B-66	3.25	2.44	C-81	7.30	5.48	D-210	34.50	25.88
A-60	2.10	1.58	B-68	3.30	2.48	C-85	7.50	5.63	D-240	38.80	29.10
A-62	2.15	1.61	B-71	3.45	2.59	C-90	8.10	6.08	D-270	43.70	32.78
A-64	2.20	1.65	B-75	3.60	2.70	C-96	8.60	6.45	D-300	48.50	36.38
A-66	2.25	1.69	B-78	3.75	2.81	C-105	9.40	7.05	D-330	53.40	40.05
A-68	2.30	1.73	B-81	3.90	2.93	C-112	10.00	7.50	D-360	58.20	43.65
A-70	2.40	1.80	B-83	4.00	3.00	C-120	10.70	8.03	D-420	68.20	51.15
A-71	2.40	1.80	B-85	4.10	3.08	C-128	11.40	8.55	D-480	78.20	58.65
A-75	2.50	1.88	B-90	4.30	3.23	C-136	12.10	9.08	D-540	88.20	66.15
A-78	2.60	1.95	B-93	4.50	3.38	C-144	12.80	9.60	E-180	42.50	31.88
A-80	2.70	2.03	B-97	4.70	3.53	C-158	14.00	10.50	E-195	46.00	34.50
A-85	2.90	2.18	B-100	4.80	3.60	C-162	14.30	10.73	E-210	49.60	37.20
A-90	3.10	2.33	B-103	4.90	3.68	C-173	15.30	11.48	E-240	55.70	41.78
A-96	3.30	2.48	B-105	5.00	3.75	C-180	16.00	12.00	E-270	62.60	46.95
A-105	3.60	2.70	B-112	5.40	4.05	C-195	17.30	12.98	E-300	69.60	52.20
A-112	4.00	3.00	B-120	5.70	4.28	C-210	18.70	14.03	E-330	76.60	57.45
A-120	4.30	3.23	B-128	6.10	4.58	C-240	21.00	15.75	E-360	83.50	62.63
A-128	4.60	3.45	B-131	6.27	4.70	C-270	23.70	17.78	E-420	98.50	73.88
B-35	2.00	1.50	B-144	6.90	5.18	C-300	26.30	19.73	E-480	113.50	85.13
B-38	2.20	1.65	B-158	7.50	5.63	C-330	28.90	21.68	E-540	128.50	96.38
B-42	2.40	1.80	B-173	8.20	6.15	C-360	31.50	23.63			

THERMOID MERCHANDISING AIDS

Net Cost—Excise Tax Exempt

Table No. 6

Part No.	DESCRIPTION	Net Cost
103	Dealer Catalog Rack (Including 4 Sections).....	\$9.73*
103-2	Extra Sections for Catalog Racks.....	1.50*
	Fan Belt Hooks—Display Rack Type.....	.025

*F.O.B. Point of Shipment.

THERMOID FHP BELT DEALS

Net Cost and List Price

Table No. 7

Deal No.	DESCRIPTION	List Price	Net Cost
PMB-15	Power Lawnmower Belt Merchandising Kit....	\$ 20.05	\$12.01
FHP-25A	Select Twenty-five.....	38.58	23.14
FHP-65W-1	Silent Salesman—Wall Type.....	111.91	68.62

THERMOID CAR MATS—(Individually Packaged)

Net Cost and List Price—Excise Tax Included

Table No. 8

Car Mat No.	List Price Per Mat	Net Cost Per Mat	Car Mat No.	List Price Per Mat	Net Cost Per Mat	Car Mat No.	List Price Per Mat	Net Cost Per Mat
TM-6	\$7.19	\$4.79	TM-2199*	\$7.19	\$4.79	TM-2703	\$10.34	\$6.89
TM-7	8.01	5.34	TM-2200	7.98	5.32	TM-2704	10.50	7.00
TM-8	7.75	5.17	TM-2201	10.11	6.74	TM-2705	10.64	7.09
TM-197	8.27	5.51	TM-2202*	11.29	7.53	TM-3101*	8.27	5.51
TM-398	7.54	5.03	TM-2302	8.38	5.59	TM-3102*	10.11	6.74
TM-399*	6.59	4.39	TM-2304	9.92	6.61	TM-3103	9.59	6.39
TM-2007	9.11	6.07	TM-2305	10.34	6.89	TM-3104	10.24	6.83
TM-2009	10.11	6.74	TM-2403*	8.66	5.77	TM-3105	11.16	7.44
TM-2010	11.29	7.53	TM-2404*	9.08	6.05	TM-3106	11.03	7.35
TM-2103	10.06	6.71	TM-2405	9.92	6.61	TM-3200	9.45	6.30
TM-2104	10.06	6.71	TM-2601*	10.01	6.67	TM-3201	10.11	6.74
TM-2105	10.76	7.17	TM-2602	10.55	7.03	TM-3202	10.90	7.27
TM-2106	10.97	7.31	TM-2701*	9.11	6.07			
TM-2198	7.98	5.32	TM-2702	10.34	6.89			

* Manufacture discontinued—Not available after stocks are depleted.

Form No. 1032R

This supersedes and cancels edition dated December 15, 1954

THERMOID CURVED RADIATOR HOSE

January 1, 1957

Net Cost and List Price Per Piece—Excise Tax Included (Packed Two Pieces Per Box)

Table No. 9

Hose No.	List Price	Net Cost Per Piece		Hose No.	List Price	Net Cost Per Piece		Hose No.	List Price	Net Cost Per Piece	
		1-5	6 & Over			1-5	6 & Over			1-5	6 & Over
CH-1338	\$1.51	\$0.91	\$0.86	CH-1665	\$2.16	\$1.30	\$1.23	CH-1847	\$1.84	\$1.10	\$1.05
CH-1340	1.54	.92	.88	CH-1666	2.11	1.27	1.20	CH-1848	2.54	1.52	1.45
CH-1342	1.89	1.13	1.08	CH-1698	.95	.57	.54	CH-1849	1.19	.71	.68
CH-1344	1.35	.81	.77	CH-1707	1.35	.81	.77	CH-1850	2.00	1.20	1.14
CH-1348	1.84	1.10	1.05	CH-1709	1.30	.78	.74	CH-1851	2.22	1.33	1.27
CH-1349	1.51	.91	.86	CH-1710	1.95	1.17	1.11	CH-1852	1.76	1.06	1.00
CH-1350	1.22	.73	.70	CH-1721	1.30	.78	.74	CH-1853	2.16	1.30	1.23
CH-1501	1.03	.62	.59	CH-1722	1.24	.74	.71	CH-1854	2.54	1.52	1.45
CH-1502	1.89	1.13	1.08	CH-1725	.84	.50	.48	CH-1855	2.43	1.46	1.39
CH-1512	1.35	.81	.77	CH-1727	2.16	1.30	1.23	CH-1856	1.62	.97	.92
CH-1515	1.41	.85	.80	CH-1728*	1.68	1.01	.96	CH-1857	2.57	1.54	1.46
CH-1522	1.38	.83	.79	CH-1729	2.49	1.49	1.42	CH-1858	2.32	1.39	1.32
CH-1532	1.84	1.10	1.05	CH-1733	1.35	.81	.77	CH-1859	2.60	1.56	1.48
CH-1540	1.35	.81	.77	CH-1734	2.16	1.30	1.23	CH-1860	2.86	1.72	1.63
CH-1543	2.00	1.20	1.14	CH-1738	.97	.58	.55	CH-1861	2.35	1.41	1.34
CH-1547	1.73	1.04	.99	CH-1739	2.03	1.22	1.16	CH-1862	2.16	1.30	1.23
CH-1553	1.30	.78	.74	CH-1743	1.87	1.12	1.07	CH-1863	2.16	1.30	1.23
CH-1554	1.62	.97	.92	CH-1746	1.84	1.10	1.05	CH-1864	2.60	1.56	1.48
CH-1563	1.95	1.17	1.11	CH-1758	.89	.53	.51	CH-1865	2.57	1.54	1.46
CH-1564	1.08	.65	.62	CH-1763	2.22	1.33	1.27	CH-1866	2.84	1.70	1.62
CH-1565	1.22	.73	.70	CH-1765	1.27	.76	.72	CH-1867	3.24	1.94	1.85
CH-1566	1.22	.73	.70	CH-1772	2.08	1.25	1.19	CH-1874	1.89	1.13	1.08
CH-1567	2.41	1.45	1.37	CH-1773	1.68	1.01	.96	CH-1875	1.62	.97	.92
CH-1568	1.59	.95	.91	CH-1774	1.43	.86	.82	CH-1891	1.49	.89	.85
CH-1579	1.87	1.12	1.07	CH-1782	2.03	1.22	1.16	CH-1903	1.03	.62	.59
CH-1600	1.57	.94	.89	CH-1783	3.03	1.82	1.73	CH-1904	2.16	1.30	1.23
CH-1601	1.24	.74	.71	CH-1784	3.70	2.22	2.11	CH-1905	2.00	1.20	1.14
CH-1607	1.65	.99	.94	CH-1786	2.16	1.30	1.23	CH-1906	2.35	1.41	1.34
CH-1610	1.30	.78	.74	CH-1787	2.00	1.20	1.14	CH-1907	1.89	1.13	1.08
CH-1618	1.54	.92	.88	CH-1788	2.22	1.33	1.27	CH-1908	2.38	1.43	1.36
CH-1619	1.22	.73	.70	CH-1795	2.03	1.22	1.16	CH-1909	2.35	1.41	1.34
CH-1620	1.51	.91	.86	CH-1796	1.76	1.06	1.00	CH-1910	2.43	1.46	1.39
CH-1625	1.57	.94	.89	CH-1798	2.43	1.46	1.39	CH-1911	2.30	1.38	1.31
CH-1627	1.51	.91	.86	CH-1799	2.00	1.20	1.14	CH-1912	1.62	.97	.92
CH-1635	.81	.49	.46	CH-1800	2.00	1.20	1.14	CH-1913	2.00	1.20	1.14
CH-1644	1.62	.97	.92	CH-1801	2.05	1.23	1.17	CH-1914	2.27	1.36	1.29
CH-1645	1.89	1.13	1.08	CH-1811	1.84	1.10	1.05	CH-1929	2.30	1.38	1.31
CH-1646	2.14	1.28	1.22	CH-1826	1.46	.88	.83	CH-1950	1.81	1.09	1.03
CH-1649	.95	.57	.54	CH-1827	1.76	1.06	1.00				
CH-1663	1.84	1.10	1.05	CH-1830	2.16	1.30	1.23				

* Manufacture discontinued—Not available after stocks are depleted.

THERMOID BULGE TYPE HOSE

Net Cost and List Price Per Piece—Excise Tax Included

Table No. 10

Hose No.	List Price	Net Cost Per Piece	Hose No.	List Price	Net Cost Per Piece	Hose No.	List Price	Net Cost Per Piece
BH-1747	\$1.87	\$1.01	BH-1792	\$2.10	\$1.13	BH-1887	\$1.82	\$0.98
BH-1749	2.92	1.58	BH-1793	1.93	1.04	BH-1888	1.93	1.04
BH-1757	2.58	1.39	BH-1794	2.35	1.27	BH-1896	2.18	1.18
BH-1768	2.33	1.26	BH-1835	2.07	1.12	BH-1898	1.65	.89
BH-1775	1.76	.95	BH-1836	1.90	1.03	BH-1916	2.15	1.16
BH-1785	2.33	1.26	BH-1868	1.37	.74	BH-1920	2.50	1.35
BH-1791	1.82	.98	BH-1880	1.99	1.07	BH-1921	1.68	.91

THERMOID "REDI-CURV"® RADIATOR HOSE

Net Cost and List Price Per Piece—Excise Tax Included

(Packed Six Pieces Per Box)

Mfd. under Pat. No. 2396059

Table No. 11

Hose No.	List Price	Net Cost Per Piece		Hose No.	List Price	Net Cost Per Piece		Hose No.	List Price	Net Cost Per Piece	
		1-5	6 & Over			1-5	6 & Over			1-5	6 & Over
RC-500	\$1.58	\$0.95	\$0.90	RC-508	\$2.19	\$1.31	\$1.25	RC-516	\$1.89	\$1.13	\$1.08
RC-501	2.22	1.33	1.27	RC-509	2.39	1.43	1.36	RC-517	1.97	1.18	1.12
RC-502	1.69	1.01	.96	RC-510	2.86	1.72	1.63	RC-518	1.56	.94	.89
RC-503	2.06	1.24	1.17	RC-511	3.14	1.88	1.79	RC-524	2.14	1.28	1.22
RC-504	2.31	1.39	1.32	RC-512	3.28	1.97	1.87	RC-526	2.56	1.54	1.46
RC-505	2.69	1.61	1.53	RC-513	1.86	1.12	1.06	RC-527	2.47	1.48	1.41
RC-506	2.86	1.72	1.63	RC-514	2.14	1.28	1.22	RC-528	2.83	1.70	1.61
RC-507	1.64	.98	.93	RC-515	3.28	1.97	1.87				

THERMOID "REDI-CURV"® HOSE DEALS

Table No. 12

Deal No.	DESCRIPTION	List Price	Net Cost
RCH-25	Redi-Curv Hose Deal (Replaces RCH-1A)	\$ 55.16	\$33.41
RCH-50	Redi-Curv Hose Deal (Replaces RCH-2)	109.79	66.17

This supersedes and cancels edition dated December 15, 1954

Form No. 1032R

THERMOID RADIATOR HOSE

January 1, 1957

Net Cost and List Price Per Foot—Excise Tax Exempt

Table No. 13

Size	List Price Per Foot	Net Cost				Size	List Price Per Foot	Net Cost			
		1-17 Feet		18 Ft. & Over				1-17 Feet		18 Ft. & Over	
		Per Foot	Per Lgth.	Per Foot	Per Lgth.			Per Foot	Per Lgth.	Per Foot	Per Lgth.
3/4"	\$0.83	\$0.50	\$1.50	\$0.48	\$1.44	1-3/4"	\$1.31	\$0.79	\$2.37	\$0.75	\$2.25
7/8"	.86	.52	1.56	.50	1.50	1-7/8"	1.43	.86	2.58	.82	2.46
1"	.89	.53	1.59	.51	1.53	2"	1.54	.92	2.76	.89	2.67
1-1/8"	.97	.58	1.74	.56	1.68	2-1/8"	1.69	1.01	3.03	.97	2.91
1-1/4"	1.03	.62	1.86	.59	1.77	2-1/4"	1.77	1.06	3.18	1.02	3.06
1-5/16"	1.14	.68	2.04	.66	1.98	2-3/8"	1.91	1.15	3.45	1.10	3.30
1-3/8"	1.14	.68	2.04	.66	1.98	2-1/2"	2.03	1.22	3.66	1.17	3.51
1-7/16"	1.23	.74	2.22	.71	2.13	2-5/8"	2.17	1.30	3.90	1.25	3.75
1-1/2"	1.23	.74	2.22	.71	2.13	2-3/4"	2.26	1.36	4.08	1.30	3.90
1-5/8"	1.29	.77	2.31	.74	2.22	3"	2.34	1.40	4.20	1.35	4.05

Packed in three foot lengths—6 lengths to a carton.

THERMOID NEOPRENE BUS AND TRUCK RADIATOR HOSE

Net Cost and List Price Per Foot—Excise Tax Exempt

Table No. 14

Size	List Price Per Foot	Net Cost				Size	List Price Per Foot	Net Cost			
		1-17 Feet		18 Ft. & Over				1-17 Feet		18 Ft. & Over	
		Per Foot	Per Lgth.	Per Foot	Per Lgth.			Per Foot	Per Lgth.	Per Foot	Per Lgth.
1"	\$1.63	\$0.98	\$2.94	\$0.93	\$2.79	2"	\$2.80	\$1.68	\$5.04	\$1.60	\$4.80
1-1/8"	1.74	1.04	3.12	.99	2.97	2-1/8"	3.03	1.82	5.46	1.73	5.19
1-1/4"	1.86	1.12	3.36	1.06	3.18	2-1/4"	3.26	1.96	5.88	1.86	5.58
1-3/8"	2.00	1.20	3.60	1.14	3.42	2-1/2"	3.51	2.11	6.33	2.00	6.00
1-1/2"	2.08	1.25	3.75	1.19	3.57	2-3/4"	4.09	2.45	7.35	2.33	6.99
1-5/8"	2.20	1.32	3.96	1.25	3.75	3"	4.57	2.74	8.22	2.60	7.80
1-3/4"	2.31	1.39	4.17	1.32	3.96	3-1/2"	5.17	3.10	9.30	2.95	8.85
1-7/8"	2.54	1.52	4.56	1.44	4.32						

Packed in three foot lengths—6 lengths to a carton.

Other sizes available on special order for a minimum of 15 lengths of 3 ft. each.

THERMOID MERCHANDISING AIDS

Table No. 15

DESCRIPTION	Net Cost
Radiator Hose Cutter.....	\$1.25
Radiator Hose Hooks—Wire Type.....	1.00 per C

THERMOID TRUCK SPLASH FLAPS

Net Cost and List Price—Excise Tax Included

Table No. 16

Part No.	Size	Type	F.O.B. Trenton, N. J.			F.O.B. Any Thermoid Warehouse		
			List Per Flap	Net Cost Per Flap		List Per Flap	Net Cost Per Flap	
				1-99	100 or more		1-99	100 or more
3-819	24"x30"	Standard	\$4.30	\$2.58	\$2.32	\$4.93	\$2.96	\$2.66
3-820	24"x35"	Standard	5.35	3.21	2.89	5.98	3.59	3.23

THERMOID AIR BRAKE DIAPHRAGMS—BOLT-ON TYPE

Net Cost and List Price Per Piece—Excise Tax Included

Table No. 17

Part No.	Size	List Price	Net Cost Per Piece	Part No.	Size	List Price	Net Cost Per Piece	Part No.	Size	List Price	Net Cost Per Piece
7-386	6"	\$2.53	\$2.15	7-388	8"	\$3.34	\$2.84	7-390	10"	\$4.74	\$4.03
7-387	7"	2.82	2.40	7-389	9"	4.10	3.49	7-391	11"	5.45	4.63

THERMOID AIR BRAKE DIAPHRAGMS—CLAMP TYPE

Net Cost and List Price Per Piece—Excise Tax Included

Table No. 18

Part No.	Size (sq. in. area)	List Price	Net Cost Per Piece	Part No.	Size (sq. in. area)	List Price	Net Cost Per Piece	Part No.	Size (sq. in. area)	List Price	Net Cost Per Piece
7-612	12"	\$4.49	\$3.82	7-620	20"	\$4.97	\$4.22	7-630	30"	\$5.86	\$4.98
7-616	16"	4.75	4.04	7-624	24"	5.10	4.34	7-636	36"	6.93	5.89

Form No. 1032R

This supersedes and cancels edition dated December 15, 1954

THERMOID MOLDED (RED)—NEOPRENE AIR HOSE
(Part Nos. 407 to 422 and 515 to 519 Inclusive)

January 1, 1957

Net Cost—Excise Tax Exempt

Table No. 19

SIZE and TYPE	Net Per Foot	Coupled with Male and Female Couplings		Coupled with Female Coupling and Air Chuck		Coupled with Male and Male Couplings		Uncoupled	
		25 Ft.	50 Ft.	25 Ft.	50 Ft.	25 Ft.	50 Ft.	250 Ft. Lengths	500 Ft. Lengths
1/4" 2 Braid Mld. Part No. Net Cost	..... \$0.366	413 \$9.89	416 \$19.04	419 \$10.92	422 \$20.07	515 \$9.89	518 \$19.04	407 \$91.50	410 \$183.00
3/8" 2 Braid Mld. Part No. Net Cost	..... \$0.456	.....	.....	.....	.....	516 \$12.21	519 \$23.61	408 \$114.00	411 \$228.00
Standard Couplings		Male Couplings		Standard Couplings and Chuck		Unit Quantity 25 Ft.			
Size	Net Cost	Size	Net Cost	Size	Net Cost				
1/4"	\$0.74	1/4"	\$0.74	1/4"	\$1.77				
3/8"	.81	3/8"	.81	3/8"	1.83				

THERMOID MOLDED BLACK AIR HOSE (Part Nos. 707 to 722 and 815 to 819 incl.)

Net Cost—Excise Tax Exempt

Table No. 20

SIZE and TYPE	Net Per Foot	Coupled with Male and Female Couplings		Coupled with Female Coupling and Air Chuck		Coupled with Male and Male Couplings		Uncoupled	
		25 Ft.	50 Ft.	25 Ft.	50 Ft.	25 Ft.	50 Ft.	250 Ft. Lengths	500 Ft. Lengths
1/4" 2 Braid Mld. Part No. Net Cost	..... \$0.270	713 \$7.49	716 \$14.24	719 \$8.52	722 \$15.27	815 \$7.49	818 \$14.24	707 \$67.50	710 \$135.00
3/8" 2 Braid Mld. Part No. Net Cost	..... \$0.330	.....	.....	.....	.....	816 \$9.06	819 \$17.31	708 \$82.50	711 \$165.00
Standard Couplings		Male Couplings		Standard Couplings and Chuck		Unit Quantity 25 Ft.			
Size	Net Cost	Size	Net Cost	Size	Net Cost				
1/4"	\$0.74	1/4"	\$0.74	1/4"	\$1.77				
3/8"	.81	3/8"	.81	3/8"	1.83				

THERMOID GARAGE WATER HOSE (Part Nos. 744 and 769)

Net Cost and List Price—Excise Tax Exempt

Table No. 21

SIZE and TYPE	List Price Per Foot	Net Cost Per Foot Uncoupled	Coupled			
			25 Ft. Length		50 Ft. Length	
			Part No.	Net Cost	Part No.	Net Cost
5/8" 1 Braid Molded—Black Cover	\$0.41	\$0.246	744	\$6.77	769	\$12.92
Couplings: Net Cost \$0.62			Unit Quantity 25 Ft.			

THERMOID WELDING HOSE (Part Nos. 773 to 795 Inclusive)

Green cover for Oxygen; Red for Acetylene

Net Cost and List Price—Excise Tax Exempt

Table No. 22

SIZE and TYPE	List Price Per Foot	Net Cost Per Foot	Coupled					
			25 Ft. Lengths			50 Ft. Lengths		
			Part No.		Net Cost	Part No.		Net Cost
			Red	Green		Red	Green	
3/16" 1 Braid Molded	\$0.32	\$0.192	785	788	\$5.76	791	794	\$10.56
1/4" 2 Braid Molded	.46	.276	786	789	7.86	792	795	14.76
SIZE and TYPE	List Price Per Foot	Net Cost Per Foot	Uncoupled					
			250 Ft. Lengths			500 Ft. Lengths		
			Part No.		Net Cost	Part No.		Net Cost
			Red	Green		Red	Green	
3/16" 1 Braid Molded	\$0.32	\$0.192	773	776	\$48.00	779	782	\$96.00
1/4" 2 Braid Molded	.46	.276	774	777	69.00	780	783	138.00
Couplings: Net Cost \$0.94			Unit Quantity 25 Ft.					

This supersedes and cancels edition dated December 15, 1954

Form No. 1032R

THERMOID MOLDED FILLING STATION HOSE (Part Nos. 804 and 805)

January 1, 1957

Net Cost and List Price—Excise Tax Exempt

Table No. 23

SIZE	List Price Per Foot	Net Cost Per Foot	15 Feet—Coupled		250 Feet—Uncoupled	
			Part No.	Net Cost	Part No.	Net Cost
3/8" 2 Braid.....	\$0.42	\$0.252	804	\$4.40	805	\$63.00

Couplings: Net Cost \$0.62

THERMOID PETROLINE GASOLINE PUMP HOSE (Part Nos. 906 to 911 Inclusive)

Net Cost and List Price—Excise Tax Exempt

Table No. 24

SIZE	List Price Per Foot	Net Cost Per Foot	SIZE	List Price Per Foot	Net Cost Per Foot
3/4"	\$1.01	\$0.673	1"	\$1.28	\$0.853

Part No.	Hose Size	Length Coupled 2 Male Couplings	Coupling Thread Size	Net Cost
906	3/4"	12 feet	3/4"	\$11.02
907	3/4"	12 feet	1"	11.58
908	1"	12 feet	1"	14.51
909	3/4"	14 feet	3/4"	12.36
910	3/4"	14 feet	1"	12.92
911	1"	14 feet	1"	16.21

One Time Couplings—Attached

SIZE	Set of Two Couplings	
	Net Cost	
3/4" Thread for 3/4" Hose.....	\$3.39	
1" Thread for 3/4" Hose.....	4.04	
1" Thread for 1" Hose.....	4.93	

THERMOID STEAM CLEANER HOSE (Part Nos. 812 and 813)

Net Cost and List Price—Excise Tax Exempt

Table No. 25

SIZE	List Price Per Foot	Net Cost Per Foot	Lengths Uncoupled			
			25 Feet		50 Feet	
			Part No.	Net Cost	Part No.	Net Cost
1/2" 5 Ply.....	\$1.84	\$1.10	812	\$27.50	813	\$55.00

STEAM CLEANER HOSE COUPLINGS

	Male	Female
	Net Cost	Net Cost
1/2" Boss Couplings.....	\$1.34	\$2.33

Spring Guard..... Net Cost \$1.28 Each

THERMOID MOLDED AIR HOSE FOR PAINT SPRAYS (Part Nos. 846 to 853 Inclusive)

Net Cost and List Price—Excise Tax Exempt

Table No. 26

SIZE	List Price Per Foot	Net Cost Per Foot	Uncoupled					
			25 Feet			50 Feet		
			Part No.	List Price	Net Cost	Part No.	List Price	Net Cost
1/4" 1 Braid.....	\$0.36	\$0.216	846	\$9.00	\$5.40	847	\$18.00	\$10.80
5/16" 1 Braid.....	.38	.228	849	9.50	5.70	850	19.00	11.40
3/8" 2 Braid.....	.68	.408	852	17.00	10.20	853	34.00	20.40

Unit Quantity 25 feet

THERMOID NEOPRENE VACUUM BOOSTER BRAKE HOSE (Part Nos. 870 to 877 Inclusive)

Net Cost and List Price—Excise Tax Exempt

Table No. 27

SIZE	List Price Per Foot	Net Cost Per Foot	25 Feet			50 Feet		
			Part No.	List Price	Net Cost	Part No.	List Price	Net Cost
3/8".....	\$0.99	\$0.594	870	\$24.75	\$14.85	874	\$49.50	\$29.70
1/2".....	1.05	.630	871	26.25	15.75	875	52.50	31.50
5/8".....	1.16	.696	872	29.00	17.40	876	58.00	34.80
3/4".....	1.26	.756	873	31.50	18.90	877	63.00	37.80

Unit Quantity 25 feet

Form No. 1032R

This supersedes and cancels edition dated December 15, 1954

THERMOID NEOPRENE AIR BRAKE HOSE (Part Nos. 901 thru 904)

January 1, 1957

Net Cost and List Price—Excise Tax Exempt

Table No. 28

SIZE and TYPE	List Price Per Foot	Net Cost Per Foot	Uncoupled								
			50 Feet			100 Feet			250 Ft. Display Carton		
			Part No.	List Price	Net Cost	Part No.	List Price	Net Cost	Part No.	List Price	Net Cost
3/8" 3 Ply (Wrapped)	\$0.74	\$0.444	901	\$37.00	\$22.20	.....	.....	.....	.....	.....	.....
3/8" 1 Braid (Molded)	.63	.378	903	31.50	18.90	904	\$63.00	\$37.80	902	\$157.50	\$94.50

THERMOID MOLDED HIGH PRESSURE CAR WASHER HOSE (Part Nos. 925 and 926)

Net Cost and List Price—Excise Tax Exempt

Table No. 29

SIZE and TYPE	List Price Per Foot	Net Cost Per Foot	25 Feet			50 Feet		
			Part No.	List Price	Net Cost	Part No.	List Price	Net Cost
1/2" 3 Braid	\$0.87	\$0.522	925	\$21.75	\$13.05	926	\$43.50	\$26.10

Furnished uncoupled in any length up to 500 feet

THERMOID POWERFLEX STEAM HOSE (Part Nos. 950 and 951)

Net Cost and List Price—Excise Tax Exempt

Table No. 30

SIZE and TYPE	List Price Per Foot	Net Cost Per Foot	25 Feet			50 Feet		
			Part No.	List Price	Net Cost	Part No.	List Price	Net Cost
1/2" Wire Braid	\$2.31	\$1.386	950	\$57.75	\$34.65	951	\$115.50	\$69.30

THERMOID NEOPRENE CAR HEATER HOSE

Net Cost and List Price—Excise Tax Exempt

Table No. 31

SIZE	TYPE	List Price Per Foot	Net Cost Per Foot	25 Ft. Coil		50 Ft. Coil		100 Ft. Carton		250 Ft. Display Carton	
				List Price	Net Cost	List Price	Net Cost	List Price	Net Cost	List Price	Net Cost
			
19/32"	Neoprene Tube, Red Cover	\$0.34	\$0.204	\$8.50	\$5.10	\$17.00	\$10.20	\$34.00	\$20.40	\$85.00	\$51.00
3/4"	Neoprene Tube, Red Cover	.41	.246	10.25	6.15	20.50	12.30	.....	.....	.....	.....
7/8"	Neoprene Tube, Red Cover	.50	.300	12.50	7.50	25.00	15.00	.....	.....	.....	.....
1"	Neoprene Tube, Red Cover	.58	.348	14.50	8.70	29.00	17.40	.....	.....	.....	.....
Deal No.		Description				List Price		Net Cost			
100HR		Car Heater Hose Deal				\$34.00		\$20.40			

THERMOID CURVED NEOPRENE CAR HEATER HOSE

Net Cost and List Price Per Piece—Excise Tax Included (Packed Six Pieces Per Box)

Table No. 32

Part No.	List Price	Net Cost Per Piece		Part No.	List Price	Net Cost Per Piece	
		1-5	6 and Over			1-5	6 and Over
CHH-1	\$0.70	\$0.42	\$0.40	CHH-3	\$1.43	\$0.86	\$0.82
CHH-2	1.05	.63	.60	Metal Connector	.22	.13	.13
CHH-22	Curved Car Heater Hose Deal				\$23.76	\$14.24	

THERMOID AIR SIGNAL HOSE (Part No. 980)

Net Cost and List Price—Excise Tax Exempt

Table No. 33

SIZE	List Price Per Foot	Net Cost Per Foot	Part No.	100 Ft. Lengths	
				List Price	Net Cost
3/8"	\$0.30	\$0.180	980	\$30.00	\$18.00

THERMOID RADIATOR TESTING CAP PLUGS

Net Cost and List Price—Excise Tax Included

Table No. 34

SIZE	List Price	Net Cost	SIZE	List Price	Net Cost	SIZE	List Price	Net Cost
3/4"	\$0.84	\$0.55	1-3/8"	\$0.89	\$0.58	2"	\$1.14	\$0.74
7/8"	.84	.55	1-1/2"	1.00	.65	2-1/4"	1.19	.77
1"	.87	.57	1-5/8"	1.08	.70	2-1/2"	1.27	.83
1-1/8"	.87	.57	1-3/4"	1.11	.72	2-5/8"	1.35	.88
1-1/4"	.89	.58	1-7/8"	1.11	.72	2-7/8"	1.38	.90

THERMOID RADIATOR TESTING PLUG ASSORTMENT

Net Cost and List Price—Excise Tax Included

Table No. 35

Part No.	List Price	Net Cost
RTP-1	\$13.10	\$8.52

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THERMOID NEOPRENE AIR BRAKE HOSE (Part Nos. 904 and 905)

Part No.	Size and Type	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
904	1 1/2" 3 Ply (Unplugged)	\$0.35	\$35.00	\$175.00	\$350.00
905	1 1/2" 1 Solid (Unplugged)	\$0.30	\$30.00	\$150.00	\$300.00

THERMOID MOLDED HIGH PRESSURE CAR WASHER HOSE (Part Nos. 925 and 926)

Part No.	Size and Type	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
925	1 1/2" 3 Solid	\$0.35	\$35.00	\$175.00	\$350.00
926	1 1/2" 1 Solid	\$0.30	\$30.00	\$150.00	\$300.00

THERMOID POWERFLEX STEAM HOSE (Part Nos. 950 and 951)

Part No.	Size and Type	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
950	1 1/2" 3 Solid	\$0.35	\$35.00	\$175.00	\$350.00
951	1 1/2" 1 Solid	\$0.30	\$30.00	\$150.00	\$300.00

THERMOID NEOPRENE CAR HEATER HOSE

Part No.	Description	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
100H	Car Heater Hose, 1/2" Dia.	\$0.35	\$35.00	\$175.00	\$350.00
100L	Car Heater Hose, 3/4" Dia.	\$0.40	\$40.00	\$200.00	\$400.00

THERMOID CURVED NEOPRENE CAR HEATER HOSE

Part No.	Description	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
CH15	Curved Car Heater Hose, 1/2" Dia.	\$0.35	\$35.00	\$175.00	\$350.00
CH16	Curved Car Heater Hose, 3/4" Dia.	\$0.40	\$40.00	\$200.00	\$400.00

THERMOID AIR SIGNAL HOSE (Part No. 980)

Part No.	Size and Type	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
980	1 1/2" 3 Ply (Unplugged)	\$0.35	\$35.00	\$175.00	\$350.00

THERMOID RADIATOR TESTING CAP PLUGS

Part No.	Size	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
101A	1 1/2"	\$0.35	\$35.00	\$175.00	\$350.00
101B	1 1/4"	\$0.30	\$30.00	\$150.00	\$300.00

THERMOID RADIATOR TESTING PLUG ASSORTMENT

Part No.	Size	Per Foot	Per 100 Feet	Per 500 Feet	Per 1000 Feet
102A	1 1/2"	\$0.35	\$35.00	\$175.00	\$350.00
102B	1 1/4"	\$0.30	\$30.00	\$150.00	\$300.00